URBAN/MUNICIPAL
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1995

AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE APRIL 3,1995 -





THE URBAN MUNICIPAL COLLECTION 2ND FLOOR HAMILTON PUBLIC LIBRARY

1995 March 28

URBAN MUNICIPAL

MAR 31 1995

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 April 3 9:30 o'clock a.m. Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA:

- 1. **DELEGATIONS:** (9:30 o'clock a.m.)
 - (a) Proposed Alteration of Hunter Street Between James Street and John Street
 - (b) Intersection Control Beach Road and Rowanwood Street Ms. J. Rattrey
 - (c) Proposed Closure of East/West and North/South Alley between East 19th Street and Upper Wentworth Street

2. CONSENT AGENDA



2

3. **DIRECTOR OF PUBLIC WORKS**

- (a) Arosan Enterprises Ltd., on behalf of Macassa Lodge, 701 Upper Sherman, Hamilton, Ont. Application for exemption from City of Hamilton Noise By-law 79-292
- (b) Keep Hamilton Clean Committee
 - (i) Finance and Administration Committee
 Transfer to Transport and Environment Committee
 - (ii) Future Status
- (c) 1995 Proposed Road and Sidewalks Capital Improvement Programme
- (d) Construction of Independent Sidewalks on Stone Church Road between Upper Gage Avenue and Upper Wentworth Street

4. <u>CITY ENGINEER</u> (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

"Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 metre Reserves

5. **DIRECTOR OF TRAFFIC SERVICES**

- (a) Four-Way Stop Control
 Intersection of Afton Avenue and Lorne Avenue
- (b) Three-Way Stop Control
 Intersection of Adler Avenue and Independence Drive

6. CHAIRMAN/CHIEF ADMINISTRATIVE OFFICER

Amalgamation of Traffic Services Department and Public Works Department (No Copy)

7. OTHER BUSINESS

8. ADJOURNMENT



Transport and Environment Committee

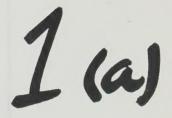
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Intersection Control Highridge Road and Swan Street	1995 February 6	Alderman D. Agostino	Tabled for Delegation
5	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
6.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary 1995 April 3rd



CITY OF HAMILTON - RECOMMENDATION -



DATE:

1995 March 15

REPORT TO:

Kevin Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Proposed Alteration of Hunter Street Between James

and John Street

RECOMMENDATION:

1. That City Council enact the attached By-Law to authorize the alteration of Hunter Street between James and John Streets by narrowing the roadway from the existing 19.05 m to a width varying from 7.5 m to 14.5 m.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The alteration of Hunter Street was approved by City Council on 1995 March 14 in adopting Item 20 of the 4th Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

RPM/jd Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

JAMES AND JOHN STREETS BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Hunter Street is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 20 of the 4th Report of the Transport and Environment Committee on March 14, 1995, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Hunter Street as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

- 1. That the alterations be approved and carried out to Hunter Street between James and John Streets, for the purpose of narrowing the travelled portion of the said street from the existing width of 19.05 m to a width varying from 7.5 m to 14.5 m as illustrated in Schedule "A" attached hereto.
- 2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

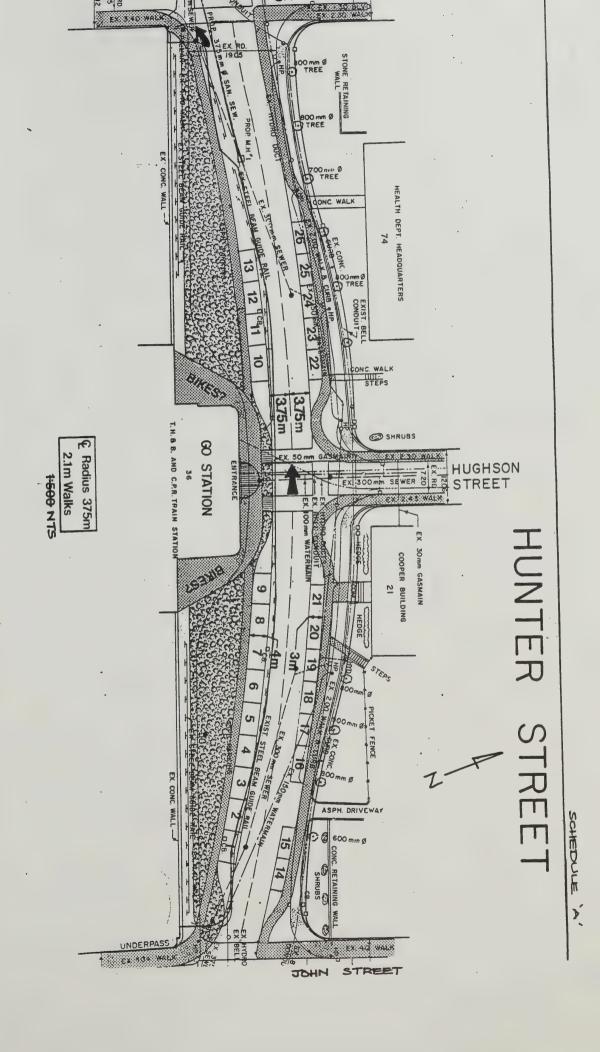
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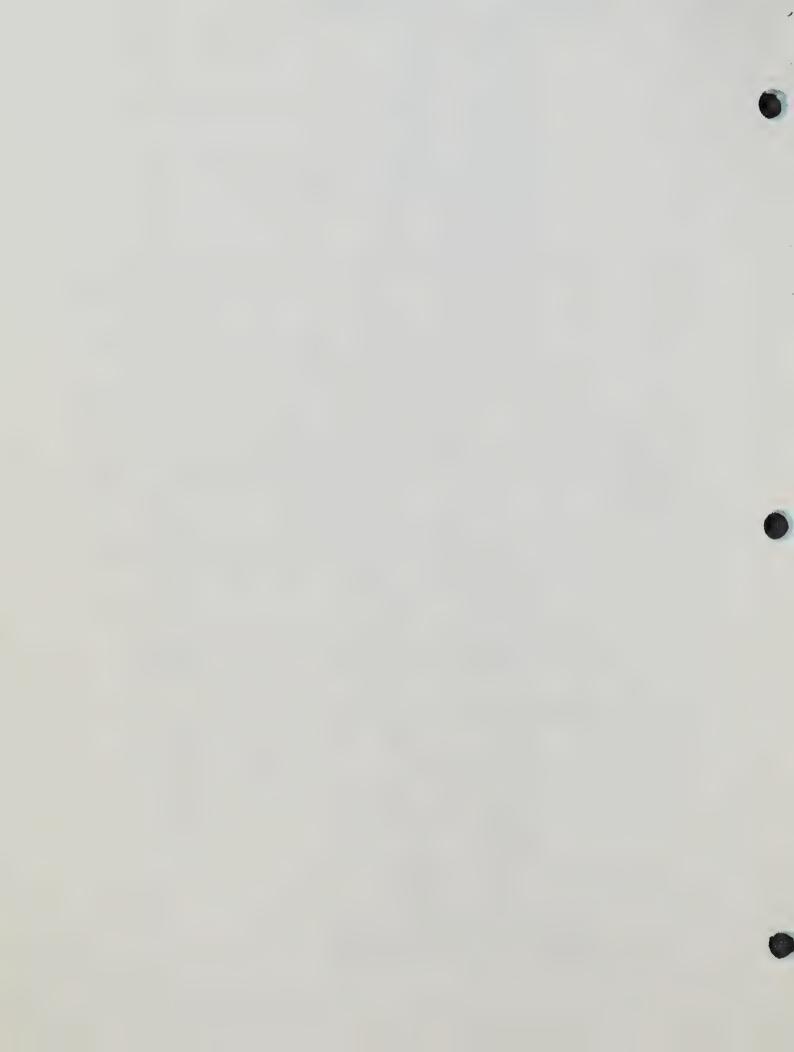
day of

, 1995.

CITY CLERK

MAYOR





Mr Kevin Christinson Secrete of Environment Committee

1 (6)

Dear Ser,

In response to our conversation by Phone, We the consmette of Beach Rd & Rowswed It are asking for a meeting with you at your earlist convenies Die to the facto due evere not told at the meeting to be held in regard to the stop signs. Mr Dox Dury came to our lessenes the levering before the meeting to tell us they were voting on moving the sign. Our concern is for the steple of our check Rel. & Rowanewood, They are very young and have been trained to Eross at that siegn, The have three feets Boby shops in a space of two blocks they that drive there cars on two owers they west, For the safety of the Beach Rol gainer whist, For the safety of the revelents white areas, the hope you concader for a meeting event us. Since you tree for the safety of the saf



1(0)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 March 29

T103-03 (320) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director

Roads Department

SUBJECT:

Proposed Closure of the East/West Alley south side of

Number 73 East 19th Street from East 19th Street to Upper Wentworth Street, and the North/South Alley northerly to the north limit of Number 57 East 19th

Street

(R-95-17)

RECOMMENDATION:

- a) That the Committee review the request of J. McIlwee, an abutting property owner, to stop up and close the East/West Alley south side of Number 73 East 19th Street from East 19th Street to Upper Wentworth Street and the North/South Alley northerly to the north limit of Number 57 East 19th Street, and if the request is acceptable to the Committee, that the alleys be closed, subject to the following conditions:
 - i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unassumed east/west alley south side of number 73 East 19th from East 19th Street to Upper Wentworth Street and the North/South alley northerly to the north limit of 57 East 19th Street;
 - ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alleys to be closed;
 - iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

Cont'd...

-Page 2-March 29, 1995

Alley Closures

Cont'd...

- iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;
- v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipalities Act R.S.O. 1990;
- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners;
- b) Provided the Judge's Order to close the highway is granted:
 - i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law for the sale of the closed alleyways to the abutting owners;
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 30l of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.
 - iii) That an easement or other satisfactory arrangements be granted to Bell Canada for their existing plant within the closure area.

gen: S. Aston E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from J. McIlwee, an abutting property owner, to close the subject alleys, as shown on the attached drawing.

Cont'd...

-Page 3-March 29, 1995

Alley Closures

Cont'd...

The present alley system is in the block surrounded by East 19th Street, Concession Street, Upper Wentworth and Inverness. The alleys are presently unassumed.

This Department circulated a notice of closure to the abutting property residents/owners in August 1994 and to the affected municipal departments and public utilities. The results are as follows:

- i) Abutting owners:

 Total Number Circularized 124
 In Favour 31 Opposed 8 no Comment 85
- ii) Municipal Departments:
 No objections provided adequate access is maintained for residents north of number 57 East 19th Street.
- iii) Public Utilities:
 Only Bell Canada has a plant in the proposed closure area and as such will require an easement or other satisfactory arrangements.

Most of the objections indicated that the alleys should remain open as access for children walking to G.L. Armstrong School.

The Status of the alleys is public unassumed, and as such they would have to be closed by Judge's Order.

Due to the residential opposition and the probability of the City being liable for court costs of any objecting party, we cannot support this application.

The City's policy with regard to road closure applications is that \$100. of the \$616. application fee would be reimbursed should a Committee report not be required (that is, the applicant withdraws his application). The applicant was also informed that should this Department proceed to Committee with a report there would be no reimbursement of the application fee. The applicant has requested that the Committee hear the application.

Should the City approve the application, a petition to a District Court Judge, and then a Judge's Order is required prior to legal closure and subsequent sale to the abutting owners. The District Court Judge would normally require the consent of the affected property owners prior to issuing such order.

ЈКС:



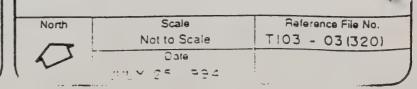
LOCATION PLAN FOR:

PROPOSED CLOSURE: EAST/WEST ALLEY SOUTH SIDE OF NUMBER 73 EAST 19TH STREET AND 400 UPPER WENTWORTH AND THE NORTH/SOUTH ALLEY FROM THE ABOVE NOTED EAST/WEST ALLEY NORTHERLY TO THE NORTH LIMIT OF NUMBER 57 EAST 19TH STREET

Regional Municipality of Hamilton-Wentworth Transportation / Environmental Services Group Reads Department Legend



PROPOSED ALLEY CLOSURE



CONSENT AGENDA



Transport and Environment Committee Monday, 1995 April 3 9:30 o'clock a.m. Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Transport and Environment Committee meeting held 1995 March 6

B. DIRECTOR OF TRAFFIC SERVICES

- i. Parking Regulations
 - (a) Lynbrook Drive adjacent to Westwood Public School
 - (b) No. 30 Francis Street -Request for a Reserved"Permit Parking" Space for a Disabled Resident
 - (c) In Front of No. 132 West 3rd Street
 - (d) No. 28 Case Street Request for a Reserved
 "Permit Parking" Space for a Disabled Resident
 - (e) Apartment Building at No. 187 Park Street South Application for a Time Limit Exemption Permit
 - (f) East side of Rutledge Court, north of Independence Drive
 - (g) South side of Brucedale Avenue East School Bus Loading Zone Removal
 - (h) Intersection of Ray Street North and Napier Street Corner Clearance
 - (i) No. 260 Herkimer Street Driveway Clearance
 - (j) St. Steven Street
 - (k) Ray Street South between George Street and Main Street West



- (I) Napier Street between Ray Street North and Queen Street North
- (m) James Street North between Strachan and Burlington Streets
- (n) Picton Street between James and Hughson Streets
- (o) Winston Place, north of Royal Ave
- (p) Cannon Street West (north leg)
 between Hess Street North and Caroline Street North
- (q) Beach Road between Norton Avenue and Gage Avenue North
- (r) No. 149 Gibson Avenue
 Request to remove a Reserved
 "Permit Parking" Space for a Disabled Resident
- (s) No. 122 Royal Avenue Request for a Wheelchair Loading Zone
- ii. Intersection Control

Southam Neighbourhood

iii. Bus Stop Relocation

Upper Gage Bus Route - Bus Stop Removals

C. <u>CITY ENGINEER</u> (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

- (i) Incorporating certain City Land into various streets by By-Law
- (ii) Encroachment Agreements Inadvertent
- (iii) Encroachment Agreements Advertent



D. **DIRECTOR OF PROPERTY**

Offer to Purchase part of 1477 Upper James Street

SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE E.

Information Items



CONSENT AGENDA

2.

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- 2 -

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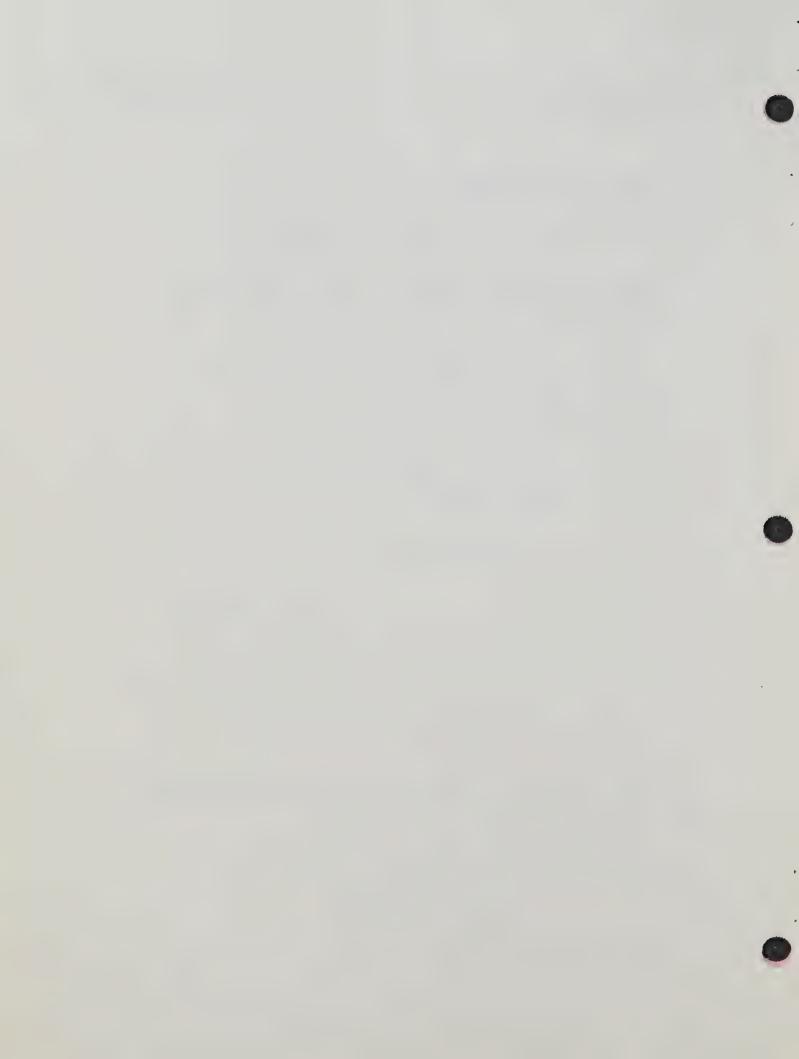
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E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items



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Monday, 1995 March 6 9:30 o'clock a.m. Room 233, City Hall

The Transport and Environment Committee met.

There were present:

Alderman H. Merling, Chairman

Alderman V. J. Agro, Vice-Chairman

Mayor R. M. Morrow Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman D. Agostino Alderman T. Jackson Alderman F. D'Amico

Also present:

Alderman D. Drury

Alderman B. Charters Alderman T. Anderson

Mr. E. Gera, Separate School Board Ms. B. Price, Hamilton Safety Council

Mr. J. G. Pavelka, Chief Administrative Officer

Mr. D. Lobo, Director of Public Works

Mr. C. Firth-Eagland, Public Works Department

Mr. R. Meiers, Public Works Department Mr. C. Guthro, Public Works Department Mr. M. Main, Director of Traffic Services

Mr. M. Hazel, Traffic Department

Mr. P. J. Halliday, Senior Director, Environmental Services

Mr. T. Gill, Senior Director, Roads Department

Mr. M. Watson, Property Department

Mr. J. Sakala, Local Planning

Mr. S. Roxborough, PaRCIL Project

Mr. B. Hinkley, Hotz Environmental Services Inc.

Mr. H. Lem, Hotz, Environment Services Inc.

Mr. A. T. Rosen, Royal Recycling Mr. R. Twal, East 27th Street Mr. F. Walker, 91 Munn Street Mr. M. Frankiewicz, Beach Road

Ms. J. Rattrey, Beach Road Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) Parking on East 27th Street

The Committee was in receipt of correspondence dated 1994 December 8 from Mr. R. Twal, 394 East 27th Street respecting parking on East 27th Street. Mr. Twal appeared before the Committee and distributed a report to members of the Committee respecting By-law 89-72, Section 33.

Following a brief discussion, the Committee agreed that the item be received and that staff and Committee members review the issues raised in Mr. Twal's letter.

The Committee was in receipt of a report dated 1995 February 21 from the Senior Director, Roads Department respecting the subject matter.

Mr. Meiers detailed the proposal of the alterations to Munn Street. Mr. Fred Walker of 91 Munn Street appeared as the spokesman for a large delegation and spoke against the proposal. No delegation was in attendance in favour of the alterations to Munn Street.

"Following a brief discussion, the Committee agreed that no action be taken on the recommendation."

(c) By-law to Authorize the Stop-up, Close and Sale of the Portion of the North/South Alley East of No. 1 Young Street

The Committee was in receipt of a report dated 1995 February 21 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

"That the appropriate by-law for the stop-up, close and sale of a portion of the north/south alley east of 1 Young Street, designated as Part 7, on Plan 62R-12633, be approved."

(d) Stop Sign - Beach Road and Rowanwood Avenue

The Committee was in receipt of correspondence dated 1995 February 9 from Alderman D. Drury respecting the subject matter.

Mr. M. Frankiewicz of Beach Road appeared before the Committee and indicated that he was requesting the removal of the stop sign at this location. Alderman Drury indicated that a survey had been taken of area residents and that of the 3 options detailed in his letter of 1995 February 9, 4 residents had indicated that they prefer the retention of the stop sign at Beach Road and Rowanwood Avenue, 9 residents indicated that they were in favour of the removal of the stop sign at Beach Road and Rowanwood Avenue and 11 residents were in favour of the relocation of the stop sign from Rowanwood to Depew Street. Ms. J. Rattrey, owner of Our Place Tavern appeared before the Committee and indicated a need to keep the stop sign at the Beach Road and Rowanwood intersection as it provides safe crossing for neighbourhood children and area residents.

Following further discussion, it was moved by Alderman Morelli and seconded by Alderman Jackson that the issue be tabled for further discussion with area residents.

MOTION LOST.

Subsequently, the Committee approved the following recommendation:

"That the stop sign at the intersection of Beach Road and Rowanwood Avenue be removed and relocated to the intersection of Depew Street and Beach Road on a six month trial basis and that the City Traffic By-law 89-72 be amended accordingly."

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1995 February 6 were adopted as circulated to the Committee.

B. **DIRECTOR OF TRAFFIC SERVICES**

- i. Parking Regulations
 - (a) Barton Secondary School
 75 Palmer Road Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1995 January 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Palmer Road commencing at a point 111 feet south of the extended south curb line of Rosanne Crescent and extending to a point 30 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly."

(b) South Side of Market Street, West of Queen Street North

The Committee was in receipt of a report dated 1995 January 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Market Street commencing at a point 94 feet west of Queen Street North and extending to a point 238 feet westerly therefrom, be removed; and,
- (b) That a "No Stopping" regulation be implemented on the south side of Market Street commencing at a point 94 feet west of Queen Street North and extending to a point 90 feet westerly therefrom; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly."

(c)

Riverdale Drive

The Committee was in receipt of a report dated 1995 January 30 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That a "No Stopping" regulation be implemented on the west side of Riverdale Drive commencing at a point 93 feet south of the south curb line of Jerome Crescent and extending to a point 51 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly."

(d) East 22nd Street and Cliff Avenue - Parking Meters

The Committee was in receipt of a report dated 1995 January 30 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That the existing "No Parking" regulation on the west side of East 22nd Street which commences at a point 69 feet south of Concession Street and extends to a point 40 feet southerly therefrom, be replaced with two-hour parking meters; and,
- (b) That the existing "No Parking" regulation on the west side of Cliff Avenue commencing at Concession Street and extending to a point 110 feet northerly therefrom be replaced with two-hour parking meters; and,
- (c) That the existing 110 foot "No Parking" regulation on the east side of Cliff Avenue, north of Concession be extended 51 feet northerly; and,
- (d) That the City Traffic By-law 89-72 be amended accordingly."

(e) South side of Devon Place between Bond Street North and Longwood Road North

The Committee was in receipt of a report dated 1995 January 31 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That the existing "No Parking" regulation on the south side of Devon Place commencing at Longwood Road North and extending to a point 112 feet westerly therefrom be extended to Bond Street North, and that the City Traffic By-law 89-72 be amended accordingly." The Committee was in receipt of a report dated 1995 February 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That the existing "Permit Parking" regulation on the south side of Forest Avenue commencing at a point 128 feet west of John Street South and extending to a point 23 feet westerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly."

(g) Nos. 175 and 201 Queen Victoria Drive - Driveway Clearances

The Committee was in receipt of a report dated 1995 February 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That a "No Stopping" driveway clearance be implemented on the north side of Queen Victoria Drive commencing 40 feet east of the extended east curb line of Rainham Street and extending to a point 74 feet westerly therefrom; and,
- (b) That a "No Stopping" driveway clearance be implemented on the north side of Queen Victoria Drive commencing 266 feet west of the extended west curb line of Rainham Street and extending to a point 84 feet westerly therefrom; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly."
- (h) East side of Mary Street between King William Street and Rebecca Street

The Committee was in receipt of a report dated 1995 February 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That the duration of the existing half-hour parking meters on the east side of Mary Street between King William Street and Rebecca Street be increased to one hour and that the City Traffic By-law 89-72 be amended accordingly."

(i)

The Committee was in receipt of a report dated 1995 February 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That a "Permit Parking" regulation be implemented on the south side of Craigmiller Avenue commencing at a point 113 feet west of Ottawa Street North and extending to a point 26 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Howard Myres, No. 54 Craigmiller Avenue."
- (j) No. 62 Fullerton Avenue Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 February 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That the existing "Permit Parking" regulation on the east side of Fullerton Avenue which commences at a point 151 feet south of Princess Street and extends to a point 19 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly."

ii. Bus Stop Relocation Bayfront, Fennell and Burlington Bus Route

The Committee was in receipt of a report dated 1995 February 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

"That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

Route No. 4 Bayfront 31 Fennell and 53 Burlington

Delete - Eastbound - Beach Road, south side, 99 feet east of Albemarle Street (F/S); and,

Add - Eastbound - Beach Road, south side, 23 feet west of Albemarle Street (N/S)."

C. DIRECTOR OF PROPERTY

Tenancy Agreement, 662 Rymal Road East

The Committee was in receipt of a report dated 1995 February 22 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That the City of Hamilton enter into a Tenancy Agreement with R & G Moore to rent the premises known as 662 Rymal Road East, subject to the terms and conditions of the Tenancy Agreement being satisfactory to the City Solicitor; and,
- (b) That a one-time rental charge of \$500. be charged for the period 1995 June 1 to 1995 June 30, for cleaning and decorating which has been agreed to be carried out by the tenant; and,
- (c) That commencing 1995 July 1, the monthly rent will be \$750. (realty taxes for the entire property are \$3,300.81 for 1995) and rental proceeds to be credited to Account No. CH44104 31106 (City Properties Rental); and,
- (d) That the Mayor and the City Clerk be authorized and directed to execute the Tenancy Agreement in a form satisfactory to the City Solicitor."

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. 1995 Servicing Expenditures Related to Subdivisions "CLAUDETTE GARDENS - PHASE 7", Hamilton

The Committee was in receipt of a report dated 1995 February 17 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

"(a) That the submitted schedule of works, attached hereto as Appendix "A", be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 7", Hamilton City's Share - Nil Subdivider's Share - \$40,227.63; and,

- (b) That the Mayor and the City Clerk be authorized and directed to execute the proposed subdivision agreement between the City and the Owner of "Claudette Gardens Phase 7" subdivision; and,
- (c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,
- (d) That in the event the subdivider wishes to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for preservicing."

ii. Discharge of Encroachment Agreement 31 Fairmount Street

The Committee was in receipt of a report dated 1995 February 16 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- "(a) That the Encroachment Agreement for 31 Fairmount Street, registered as Instrument No. 398123 C.D., be discharged; and,
- (b) That the Mayor and the City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 398123 C.D., in a form satisfactory to the City Solicitor."

iii. Street Incorporation

The Committee was in receipt of a report dated 1995 February 21 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

"(a) That the following City lands be incorporated into the streets in order to complete the final street widths or to provide access to newly registered subdivision developments:

(i)	Arrowhead Drive	Block 5 Part 2	Plan 62M-678 Plan 62R-11311
(ii)	Artistic Boulevard	Part 7	Plan 62R-13077
(iii)	Embassy Drive	Part 9	Plan 62R- 13077
(iv)	Cyprus Drive	Part 1 Block 39 Part 2	Plan 62R-12988 Plan 62M-632 Plan 62R-10173 (except 20 metres northerly)
(v)	Acadia Drive and,	Parts 20 and 21	Plan 62R-10529;

- (b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be approved; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws."

iv. Encroachment Agreements

The Committee was in receipt of a report dated 1995 February 24 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

"That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "B", attached hereto, be approved provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (b) That the Mayor and the City Clerk be authorized to execute the City's standard form of agreement; and,
- (c) That the first year fees and subsequent annual fees outlined in Appendix "B" be set for the encroachments."

v. Temporary Street Closure: Annual Around the Bay Road Race

The Committee was in receipt of a report dated 1995 February 28 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

"That the application of the Hamilton YMCA Harriers to close Bay Street North from Barton Street to Burlington Street from 11:30 a.m. to 12:30 p.m. on Sunday 1995 April 2, to hold the Around The Bay Road Race, be approved, subject to the following conditions:

- (a) That prior approval from the Chief of Police or his/her designate be received; and,
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,
- (d) That all barricading be supplied by and at the expense of the applicant; and,

- (e) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services."

E. DIRECTOR OF PUBLIC WORKS

i. Proposed Alteration of Hunter Street between James and John Streets

The Committee was in receipt of a report dated 1995 January 31 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

"That the proposed narrowing of Hunter Street between James and John Streets from the existing width of 19.05m to a width varying from 7.5m to 14.5m be advertised by the City Clerk in accordance with Section 300 of the Municipal Act and the necessary alteration By-law be prepared by the Director of Public Works."

ii. Appointment of Municipal Weed Inspectors

The Committee was in receipt of a report dated 1995 February 21 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

"That the City Solicitor be authorized and directed to amend By-Law 87-144, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 23 inspectors:

R. Farthing R. Aldridge C. Gibbs P. Booker R. Boutcher R. Guenther I. Bovaird L. Major D. Boyer A. Mancini A. Marshall R. Campanella D. Cowan J. McShane R. Del Conte T. Perry"

D. Pomfret J. Pook R. Pyne S. Taylor P. Tompkins J. Turner R. Yanke

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of an information report dated 1995 March 1 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

"That the sub-joined list of information reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1995 February 14	Doug Lobo Director of Public Works	Garbage Collection Statutory Holidays	1995 February 23
1995 January 30	Murray F. Main Director of Traffic Services	Attendance at the 74th Annual Meeting of the Transportation Research B	1995 February 28 Board
1995 January 30	Murray F. Main Director of Traffic Services	Obsolete Items in Traffic Department Invent	1995 January 30 ory
1995 January	Ontario Good Roads Association	Municipal Routes	1995 February 10
1995 February 9	Chief G. Baker Fire Chief	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. A100210 306 Lake Avenue North Hamilton, Ontario"	,

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) Hotz Environmental Services Inc. Amendment to Certificate of Approval No. A100146

The Committee was in receipt of a report dated 1995 February 24 from the Senior Director, Environmental Services Department respecting the subject matter.

Mr. Halliday detailed the contents of his report and indicated that this was a standard application for an amendment for a Certificate of Approval. Mr. H. Lem and Mr. B. Hinkley representing Hotz Environmental Services Inc. appeared before the Committee and clarified the terms of their application for this amendment to the Certificate of Approval.

Following discussion, the Committee approved the following recommendation:

"(a) That the West Central Branch of the Ministry of the Environment and Energy (M.O.E.E.) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving an amendment to their Certificate of Approval No. A100146, for their facility located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that applicable City by-laws are complied with fully; and,

That a copy of this report be forwarded to the West (b) Central Branch of the Ministry of the Environment and Energy (M.O.E.E.) for their consideration in the preparation of the amendments to the Certificate of Approval regulating the operation of Hotz Environmental Services Inc."

*Note: Alderman Copps recorded opposed.

Royal Recycling's Application for a (b) Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing)

> The Committee was in receipt of a report dated 1995 February 24 from the Senior Director, Environmental Services Department respecting the subject matter.

> Mr. Halliday detailed the contents of his report and indicated that the recommendation contained conditions being recommended to the Ministry for inclusion in the Certificate.

> Mr. Rosen of Royal Recycling appeared before the Committee and addressed issues of Royal Recycling's application for a Provisional Certificate of Approval.

> Following discussion. the Committee approved the following recommendation:

- That the West Central Branch of the Ministry of the "(a) Environment and Energy (M.O.E.E.) be advised that the City of Hamilton supports, in principle, Royal Recycling receiving a Provisional Certificate of Approval to operate a Waste Disposal Site (Processing) for the site located at 15 Biggar Avenue, Hamilton, subject to the following conditions:
 - (i) That an Environmental Noise Impact Study be conducted by the Applicant and be submitted to the Ministry of the Environment and Energy and the City of Hamilton. The Noise Study must include noise levels of all new noise sources on site and the impact that the noise level may have on the neighbouring properties; and.
 - That a visual barrier must be provided where the (ii) property abuts a residential use; and,
 - (iii) That the site meet the requirements of the Ontario Fire Code as outlined in the Hamilton Fire Department report dated 1995 February 14; and,
 - That all environmental safeguards normally associated (iv) with this type of activity are implemented to the satisfaction of the Ministry of the Environment and Energy and that all applicable City by-laws are complied with fully: and,

- (b) That a copy of this report and its attachments be submitted to the West Central Branch of the Ministry of the Environment and Energy for their consideration in the preparation of the Certificate of Approval regulating the proposal by Royal Recycling; and,
- (c) That the Ministry of the Environment and Energy be requested to forward a copy of Royal Recycling's final Certificate of Approval for a Waste Disposal Site (Processing) to the City of Hamilton upon its completion; and,
- (d) That the Fire Chief be directed to report back to the Transport and Environment Committee on the issue of the applicant addressing the requirements of the Ontario Fire Code."

DIRECTOR OF PUBLIC WORKS 4.

Local Improvement Charges for the Construction of (a) Roads, Curbs, Sidewalks and Alleys

> The Committee was in receipt of a report dated 1995 February 10 from the Director of Public Works respecting the subject matter.

> Following a brief discussion, it was moved by Alderman Jackson, seconded by Alderman Kiss that the recommendation be amended in order to approve only a 5% increase over the existing 1994 rates.

MOTION LOST.

Subsequently, the Committee approved the following recommendation:

That the following changes be made in the maximum charges "(a) per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre					
<u>Item</u>		of Frontage Existing 1994	Proposed 1995				
(i)	Curb Only	\$ 54.59	\$ 72.				
(ii)	Sidewalks Only	91.67	115.				
(iii)	Sidewalks and						
	Independent Curbs						
	or Combined Sidewalks						
	and Curbs	124.63	158.				
(iv)	Roadway Only	228.66	257.				
(v)	Alleys	97.85	107.				
(vi)	Roadway and						
	Curbs only						
	(Industrial						
	Subdivisions)	298.70	328.				

That the City Solicitor be authorized and directed to (b) amend the Local Improvement By-law."

^{*}Note: Alderman T. Jackson and Alderman M. Kiss recorded opposed.

(b) Annual Supply of Asphaltic Concrete and Bituminous Materials, Public Works Department

The Committee was in receipt of a report dated 1995 February 23 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

"That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1995 by the Public Works Department in accordance with specifications issued by Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

Asphalt Surface Course (H.M.3)		
Taro Aggregates Ltd., Stoney Creek	picked up	\$42.00
Cayuga Materials &	•	
Construction Co. Ltd., Cayuga	picked up	43.00
Lafarage Construction Materials, Hamilton	picked up	45.50
	p	
Asphalt Binder Course (H.M.5)		
Cayuga Materials &		
Construction Co. Ltd., Cayuga	picked up	\$40.00
Taro Aggregates Ltd., Stoney Creek	picked up	44.00
Lafarage Construction Materials, Hamilton	picked up	45.00
	p	
HLS030 Hot Lay, HL-3(HS) Asphalt		
Cayuga Materials &		
Construction Co. Ltd., Cayuga	picked up	\$42.00
Lafarage Construction Materials, Hamilton	picked up	47.00
Taro Aggregates Ltd., Stoney Creek	picked up	48.00
Tare Aggregates Etai, Storie, Creek	prened up	10.00
Cationic Asphalt Emulsions CRS-2		
Carlottic / topital Elitabiolis CRS 2		
Norjohn Ltd., Thorold		0.2426

<u>Additional</u>	Cost to	Supply	a	<u>Tank</u>	for	Duration	of	Contract	
Norjohn Ltd., Thorold						No			

Cationic Asphalt Emulsions CRS-2

Norjohn Ltd.,

Thorold CRS-2

S-2 delivered

0.2426

charge

Norjohn Ltd.,

Thorold CRS-2 Latex Modified delivered 0.3102

Cold Laid Stockpiled Patching Material Mixture

TCG Materials Ltd., Brantford picked up \$47.00
Taro Aggregates Ltd., Stoney Creek picked up 65.00
Lafarage Construction Materials, Hamilton picked up 65.00

Cold Laid Stockpiled Patching Material Mixture

Capital Paving Inc., Guelph delivered \$49.70 TCG Materials Ltd., Brantford delivered 50.00

Premium (Permanent) Asphaltic Concrete Patching Mixture QPR2000

Lafarage Construction

Materials, Hamilton QPR2000 picked up \$99.00 RDM6000 \$95.00

Premium (Permanent) Asphaltic Concrete Patching Mixture QPR2000

TCG Materials Ltd., Brantford

QPR2000 delivered \$ 80.00 RDM6000 \$ 89.00

Lafarage Construction Materials, Hamilton

QPR2000 delivered \$103.00 RDM6000 \$99.00

Crack Sealing Material

McAsphalt Industries Ltd., Scarborough delivered .2375/lb.
Permaquik Corporation, Mississauga delivered .2475/lb."

(c) Annual Supply and Delivery of Mixed Portland Cement Concrete, Public Works Department

The Committee was in receipt of a report dated 1995 February 23 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

"That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1995 by the Public Works Department in accordance with specifications issued by Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

Dufferin Concrete Products, HamiltonDeliveredPicked upSidewalk, Curb and Roadway Concrete\$99.50\$95.50Unshrinkable Fill51.48.

Independent Ready Mix Concrete, Hannon
Sidewalk, Curb & Roadway Concrete N/A \$100.90

GST and PST extra where applicable. Prices per m3."

(d) Crescent Oil Company of Canada Limited Industrial Roadside Beautification Program, 136 Cannon Street West

The Committee was in receipt of a report dated 1995 February 24 from the Director of Public Works respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

"(a) That the City of Hamilton enter into an agreement with Crescent Oil Company of Canada Limited for a maximum City contribution of \$11,000. being 50% of the initial costs of beautifying adjacent roadside areas; and,

- (b) That the City Solicitor be authorized to prepare the necessary legal document and that the Mayor and the City Clerk be authorized to execute the document on behalf of the City; and,
- (c) That the concept plan for the Industrial Roadside Beautification and as outlined in Appendix "C" attached hereto, be approved for implementation; and,
- (d) That the maximum amount of \$11,000. be charged to Account No. CH55399 60437 Industrial Roadside Beautification Program."

*Note: Alderman G. Copps and Alderman B. Morelli recorded opposed.

(e) Fleet Services Reorganization

The Committee was in receipt of a report dated 1995 February 13 from the Director of Public Works respecting the subject matter.

Mr. Gurthro detailed the contents of his report and indicated that a cost savings would be realized.

Following discussion, the Committee approved the following recommendation:

- "(a) That the positions of Superintendent of Operations, Fleet Safety Supervisor and Garage Attendant II, be declared redundant; and,
- (b) (i) That the one position of Welder, be declared redundant; and,
 - (ii) The job description of Machinist, be revised to combine the duties of Welder and Machinist and that the position be referred to Human Resources for reevaluation; and,
- (c) That the position of Supervisor City Garage in the Fleet Services Division of Public Works, be referred to Human Resources for re-evaluation; and,

- (d) That the position of Administrative Co-ordinator in the Fleet Services Division of Public Works, be referred to Human Resources for re-evaluation; and,
- (e) That Registered Mechanical Apprentices in the Fleet Services Division of Public Works be awarded the position of Licensed Mechanic T2A, Local 5, upon completion of their apprenticeship and the passing of their Certificate of Qualification, and upon being awarded the position of licensed mechanic the position left vacant be declared redundant."

NOTE: At this point Alderman V. J. Agro assumed the Chair.

5. CITY COUNCIL CORRESPONDENCE

(a) Cities for Climate Protection Campaign

The Committee was in receipt of correspondence dated 1995 February 22 from the Regional Chairman respecting the subject matter.

Following a brief discussion, the Committee agreed that the item be received and forwarded to staff.

(b) Sewer Laterals - Ownership and Maintenance

The Committee was in receipt of correspondence dated 1995 February 23 from the Office of the Regional Clerk respecting the subject matter.

Following a brief discussion, the Committee agreed that the item be received and forwarded to staff.

(c) Leaf and Yard Waste Management

The Committee was in receipt of correspondence dated 1995 February 23 from the Office of the Regional Clerk respecting the subject matter.

Following a brief discussion, the Committee agreed that the item be received and referred to staff to report back to the Transport and Environment Committee.

(d) Convergent Group Joint Venture with PaRCIL

The Committee was in receipt of correspondence dated 1995 February 22 from the Office of the Regional Clerk respecting the subject matter.

The Chairman indicated that the recommendation contained in the correspondence did not contain an Sub-Section (d) which had been added at the Transportation Services Committee. He indicated that Sub-Section (d) read as follows:

(d) That no final decision be made on the partnership without the prior approval of all funding parties.

"Following further discussion, the Committee agreed that the item be received and forwarded to staff."

6. OTHER BUSINESS

(a) Intersection of Acadia Drive and Butler Drive

The Chairman indicated that there was a request from Alderman Merling to have issue of a "No U Turn" Sign erected at the subject intersection.

Following a brief discussion, the Committee approved the following recommendation.

"That a "No U Turn" sign be erected at the intersection of Acadia Drive and Butler Drive and that the City Traffic By-law 89-72 be amended accordingly."

(b) Kennedy East Park

Alderman D'Amico raised the issue of traffic through Kennedy East Park and requested that staff look into the matter as concerns had been expressed by area residents.

(c) Snow Removal Crews

Alderman Copps questioned why snow removal crews had been called out the past Sunday. Mr. Firth-Eagland responded that a minimum number of crews had been sent out and the weather conditions and reports warranted this action.

ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson Secretary

1995 March 6 /mjw



- RECOMMENDATION -

DATE:

1995 January 30

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Parking Regulations on Lynbrook Drive adjacent to

Westwood Public School. [TEC-70-95]

RECOMMENDATION:

- a) That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 190 feet west of the west curb line of Rolston Drive and extending 25 feet westerly; and
- b) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 215 feet west of the west curb line of Rolston Drive and extending 206 feet westerly; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Westwood Public School has requested that the existing parking regulations on the south side of Lynbrook Drive be revised due to safety concerns in the area. Traffic Department records indicate that there was one reported pedestrian collision at this location in 1994.

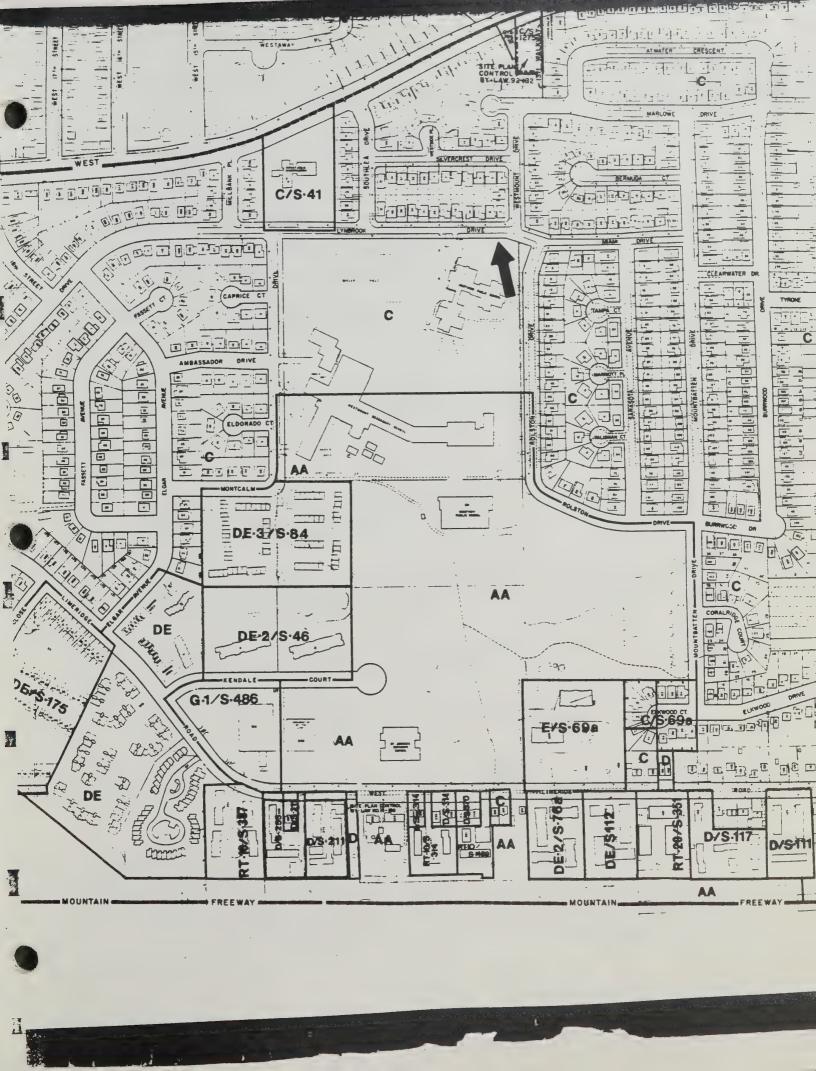
Lynbrook Drive in the vicinity of the school is 28 feet wide with parking allowed on the north side which is abutted by residential properties. The south side adjacent to the school is currently signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation.

During entry and dismissal times much of the curb side activity on both sides of Lynbrook involves private vehicles picking up and dropping off children. The combination of vehicles parking on both sides of this street and children crossing between parked vehicles has created strong concern from the school and parents over the safety of children. Therefore, the Principal has requested that stopping be prohibited adjacent to the school in the area most frequented by students crossing Lynbrook. The school has made efforts through newsletters, bulletins, etc to convince parents to park elsewhere, but the illegal parking is still occurring to some degree.

The school has recently had one "special needs" student registered who is transported by DARTS. In order for the student to access the school doors by the shortest distance, it is requested that a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook adjacent to the school doors.

The existing parking regulations on the south side of Lynbrook do not allow for parking during school hours and the implementation of the requested changes will not affect parking for residential properties in the area. Therefore, staff concur with the request.

ERA/MH/kg







Munoy J. Main

- RECOMMENDATION -

DATE:

1995 February 14

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 30 Francis Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident. [TEC-81-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 165 feet west of Douglas Street and extending to a point 18 feet westerly therefrom; and

- b) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 156 feet east of Emerald Street North and extending to a point 19 feet easterly therefrom; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Mike Laufman, No. 30 Francis Street; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12. annual charge for the parking permit will off-set the cost to some degree.

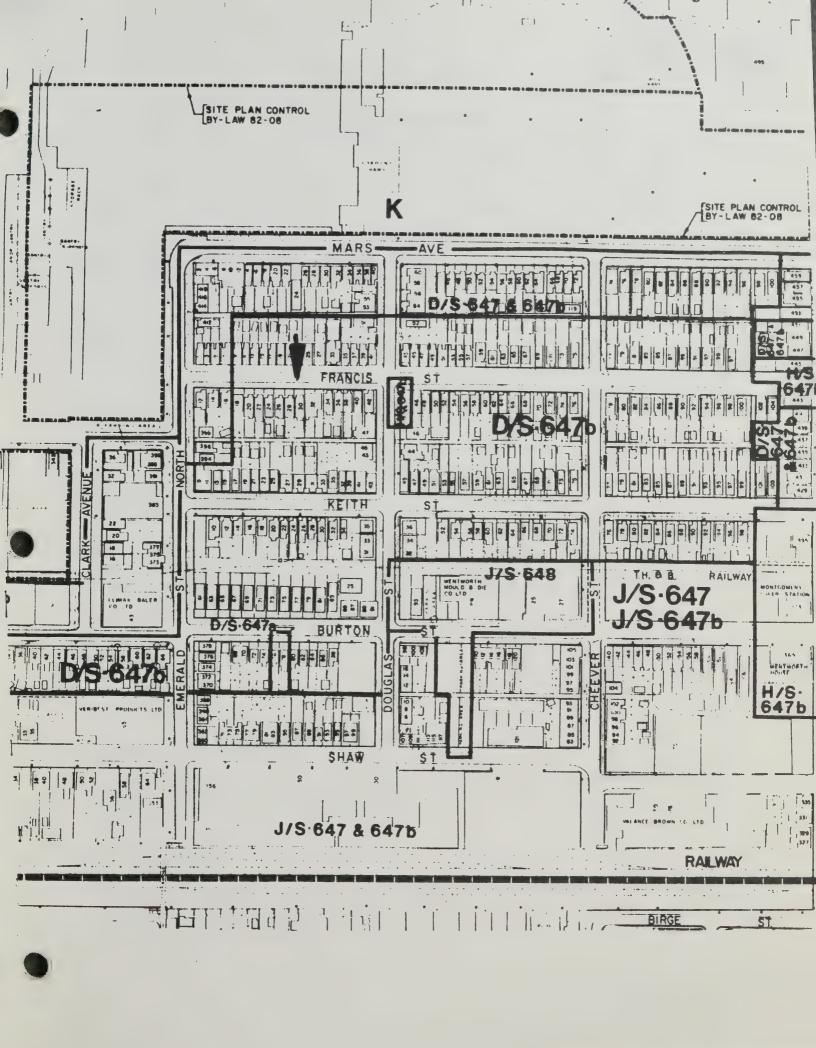
BACKGROUND:

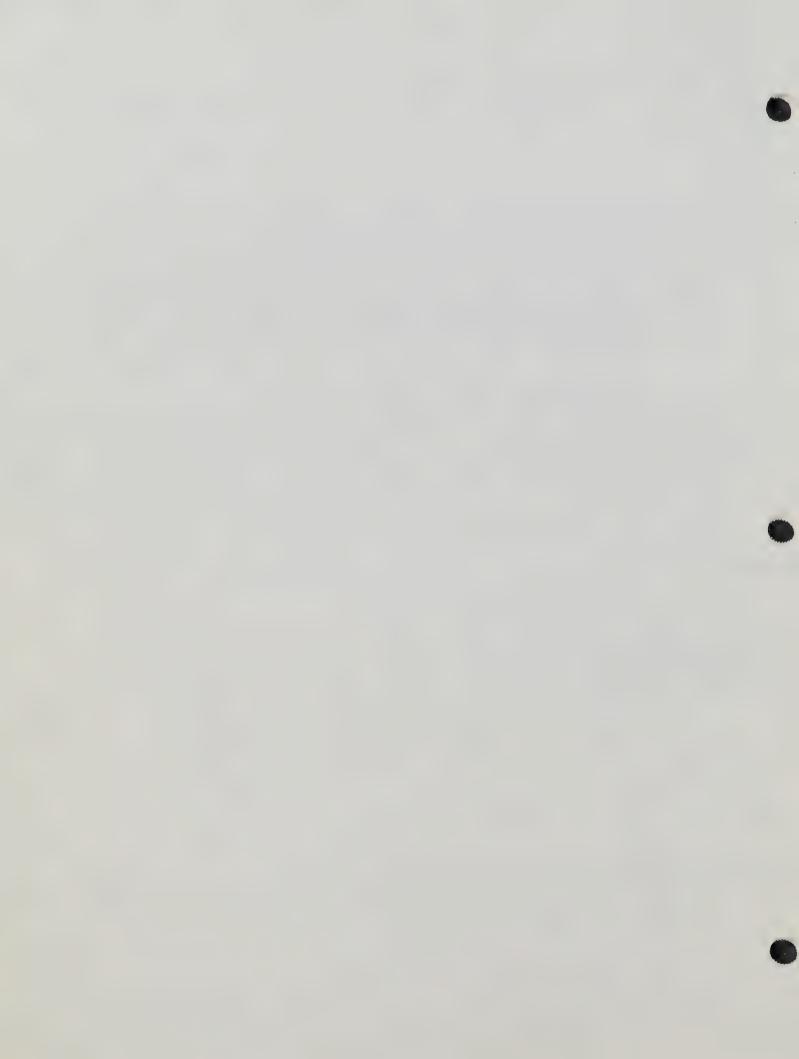
The Traffic Department received a request from Mr. Mike Laufman, 30 Francis Street, that a reserved "Permit Parking" space be designated on both sides of Francis Street in front of and across from his home since he is disabled.

Francis has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Mrs. Jane Mills, No. 15 Francis Street, has agreed to reserving a space in front of her home for Mr. Laufman.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Laufman possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, the Traffic Department concurs with the request.









Munoy & Main

- RECOMMENDATION -

DATE:

1995 February 23

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Parking Regulations - In Front of No. 132 West 3rd

Street. [TEC-86-95]

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of West 3rd Street which commences at Richwill Road and extends to the southerly end of the street be shortened such that the regulation commences 116 feet south of Richwill Road and extends to the southerly end of the street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

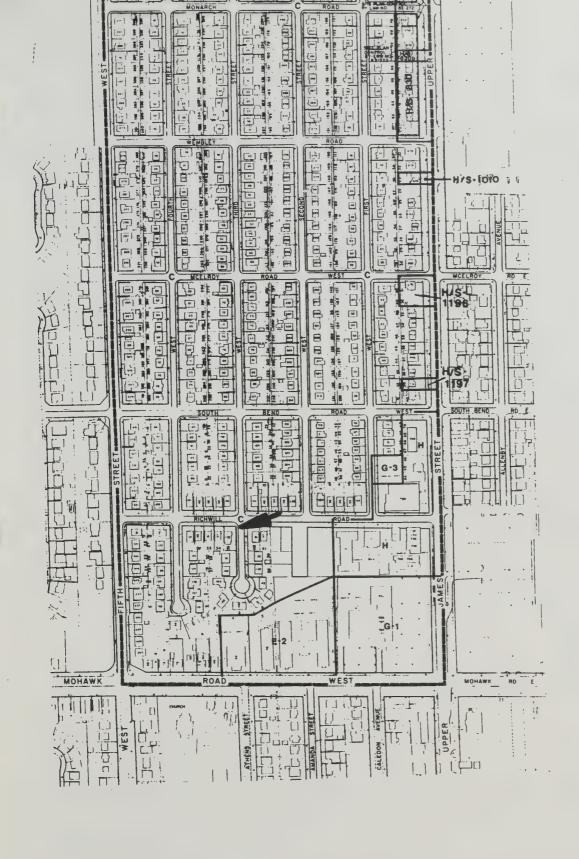
Staff recently received a request from Mrs. Zissopoulos, No. 132 West 3rd Street, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in front of her home be removed.

In December 1994, City Council approved a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of West 3rd between Richwill and the southerly end of the street. Mrs. Zissopoulos is presently concerned that since her short driveway is situated on her property such that she cannot lengthen it, she requires unrestricted on-street parking in front of her home to park her second vehicle and to accommodate visitors during weekdays. She has stated that she did not support the implementation of the existing time limit regulation and that she is unwilling to purchase a permit to park on the street.

Staff informed her that removal of the existing time limit regulation would likely result in long-term non-resident parking in front of her home by students of Mohawk College. She has stated that she understands, but would prefer to have the existing time limit regulation removed from in front of her property. Therefore, since Mrs. Zissopoulos is in favour of removing the existing time limit regulation from in front of her home, the Traffic Department has no objection and concurs with this request.

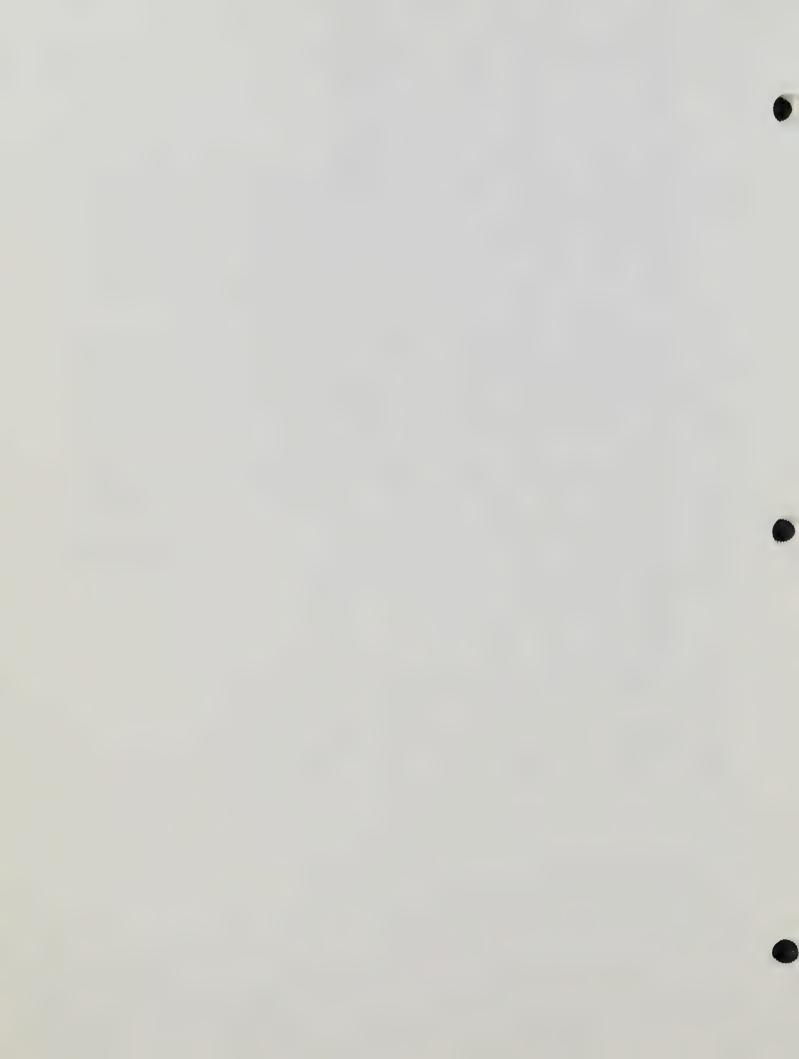
The implementation of this request would result in the provision of approximately two additional unrestricted on-street parking spaces in front of No. 132 West 3rd Street during weekdays.

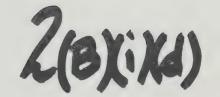
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102 123 22 17 13 7 116 137 58

CITY OF HAMILTON





- RECOMMENDATION -

DATE:

1995 March 06

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 28 Case Street - Request for a Reserved "Permit

Parking" Space for a Disabled Resident. [TEC-87-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Case Street commencing at a point 69 feet west of Ruth Street and extending to a point 24 feet westerly therefrom and on the north side of Case Street commencing at a point 170 feet west of Ruth Street and extending to a point 23 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Dorothy Thomas, No. 28 Case Street

Munag F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

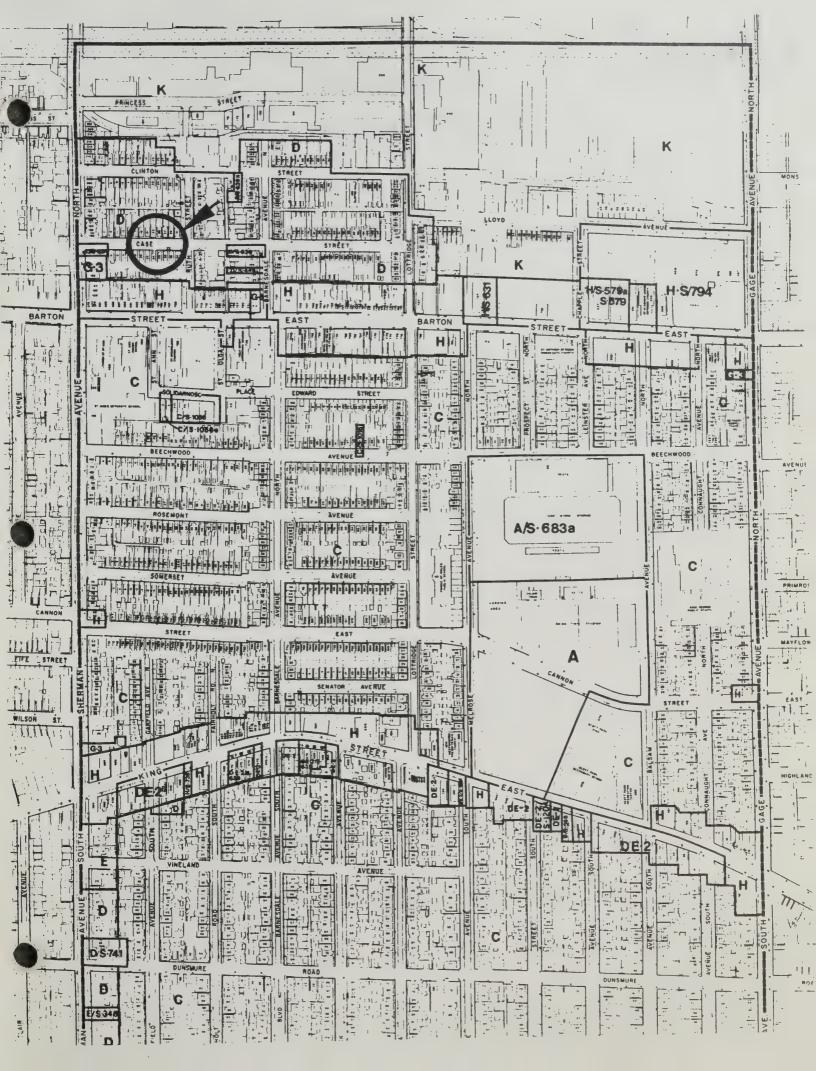
BACKGROUND:

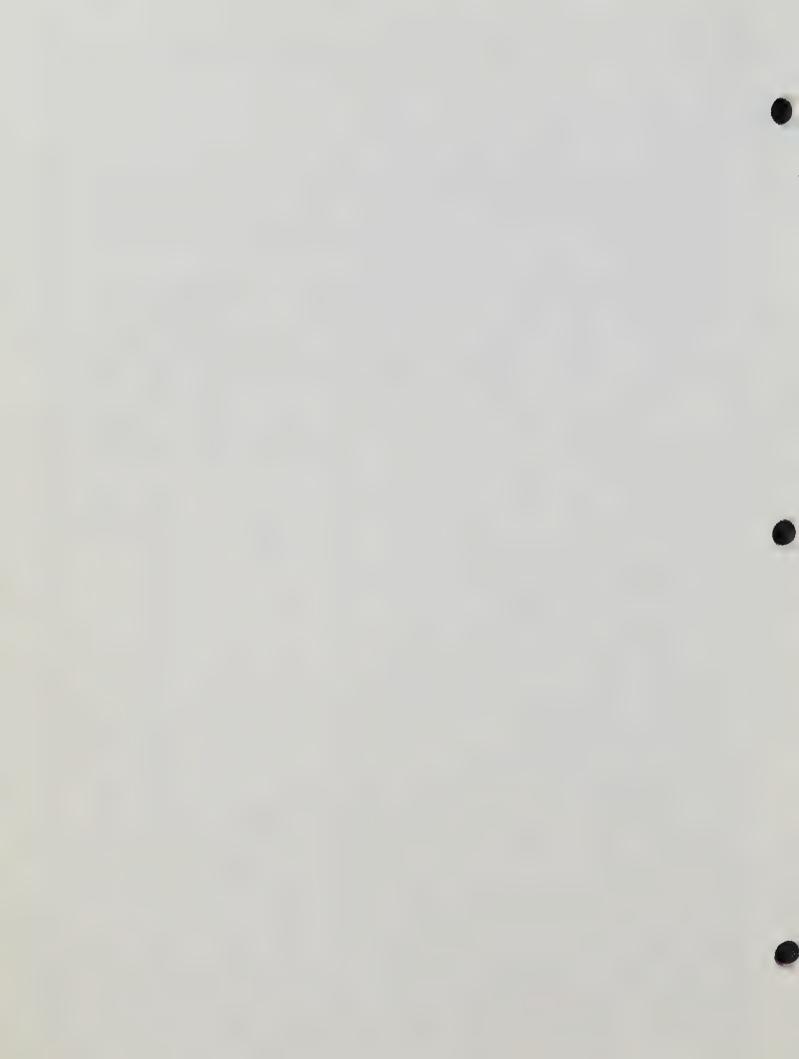
The Traffic Department received a request from Mrs. Dorothy Thomas, 28 Case Street, that a reserved "Permit Parking" space be designated on both sides of Case Street in front of her home and also in front of No. 19 Case Street since she is disabled.

Case has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved space on a year round basis. Mrs. Helen Zapora, No. 19 Case Street, has stated that she supports the installation of the requested regulation for Mrs. Thomas in front of her home.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Thomas possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

WIT/CVB/kg







- RECOMMENDATION -

DATE:

1995 March 3

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Apartment Building at No. 187 Park Street South -

Application for a Time Limit Exemption Permit.

[TEC-88-95]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue upon request, one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 187 Park Street South.

White the Director of Traffic Services be authorized to issue upon request, one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 187 Park Street South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$72. is revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

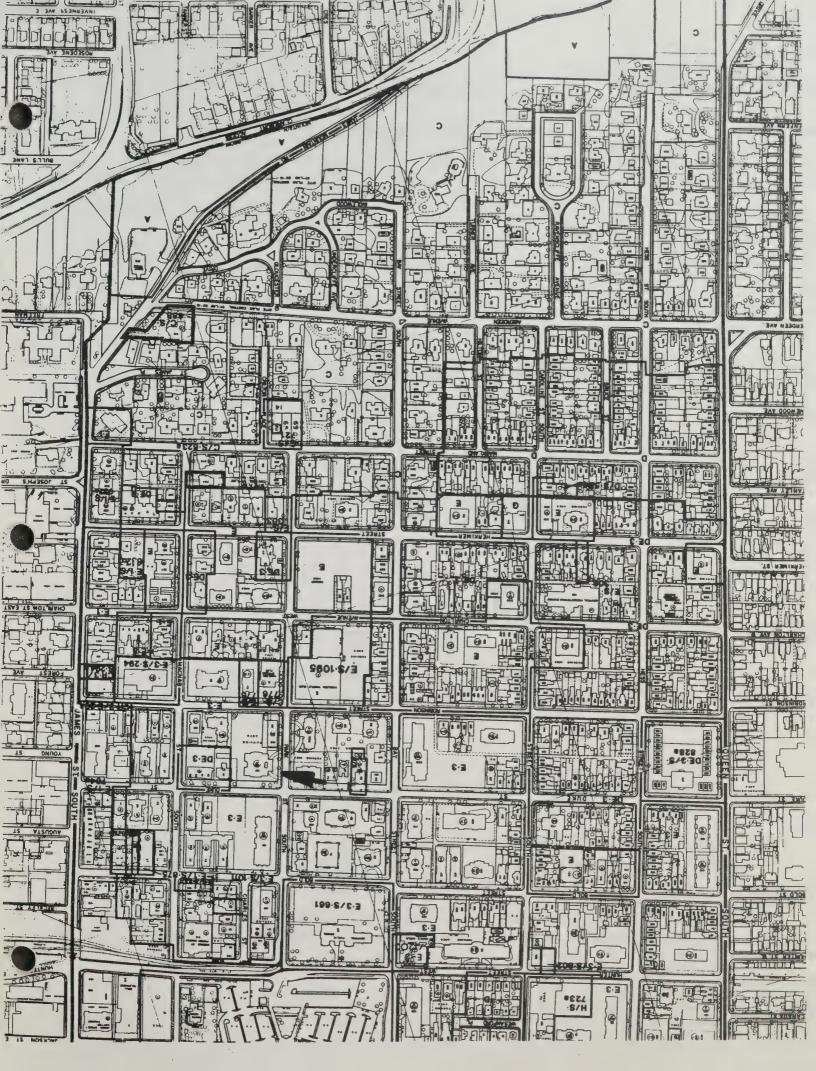
The Traffic Department received a request from Ms. Greta Jordan, No. 187 Park Street South, that Time Limit Exemption Permits be issued to residents of this building since there is a shortage of off-street parking on the property.

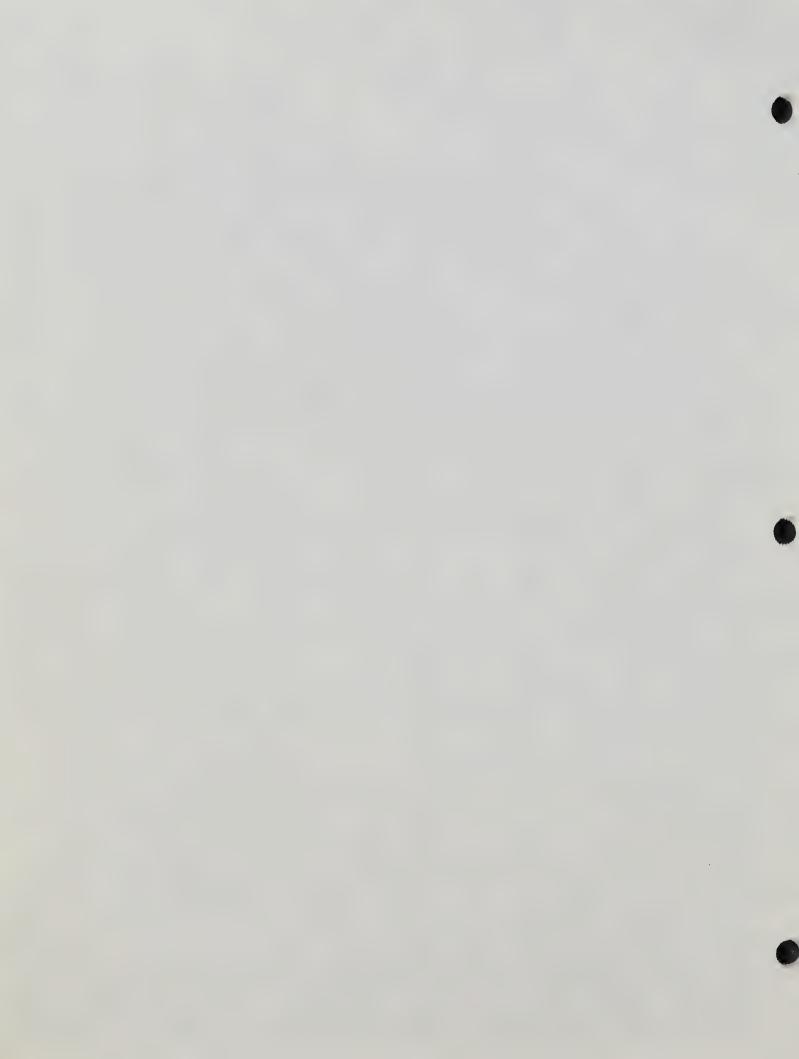
The subject building is on the east side of Park and Ms. Jordan has advised that she wishes to park her vehicle in the parking time limit area on Park.

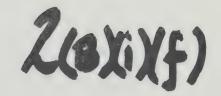
An investigation revealed that there are 137 dwelling units in the subject apartment building and that there are 107 off-street parking spaces available in the rear lot of the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of 110 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that Park is heavily parked during the day in this area. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of three Time Limit Exemption Permits to residents of this building should not create any parking problems for area residents. Therefore, the Traffic Department supports this request and it would be appropriate to issue a maximum of three parking permits to the residents of this building on a first come first served basis.









- RECOMMENDATION -

DATE:

1995 March 03

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

East Side of Rutledge Court, north of Independence Drive - Parking

Munay J. Main

Regulations. [TEC-89-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Rutledge Court commencing at a point 128 feet north of Independence Drive and extending to a point 156 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Bonnie Sneath, 32 Rutledge Court, that parking be prohibited on the east side of the street adjacent to her home since vehicles which park in this area are ruining her lawn.

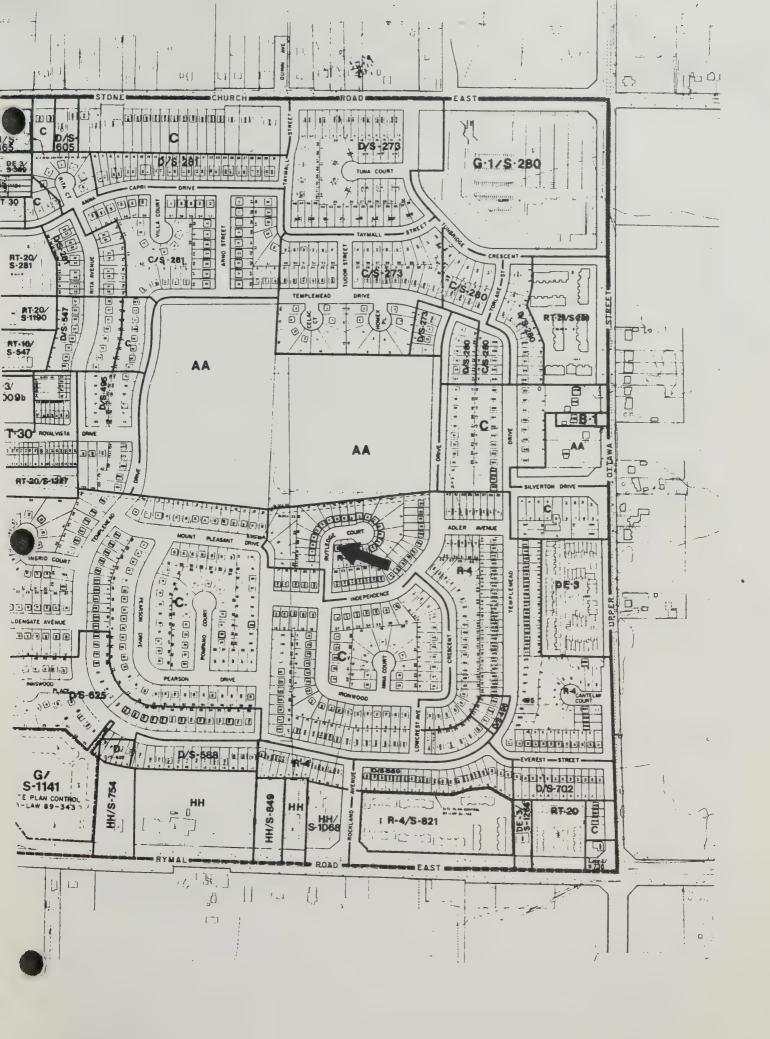
Rutledge has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street. There are no sidewalks on Mrs. Sneath's side of the street and vehicles frequently go up over the rolled curb onto her lawn.

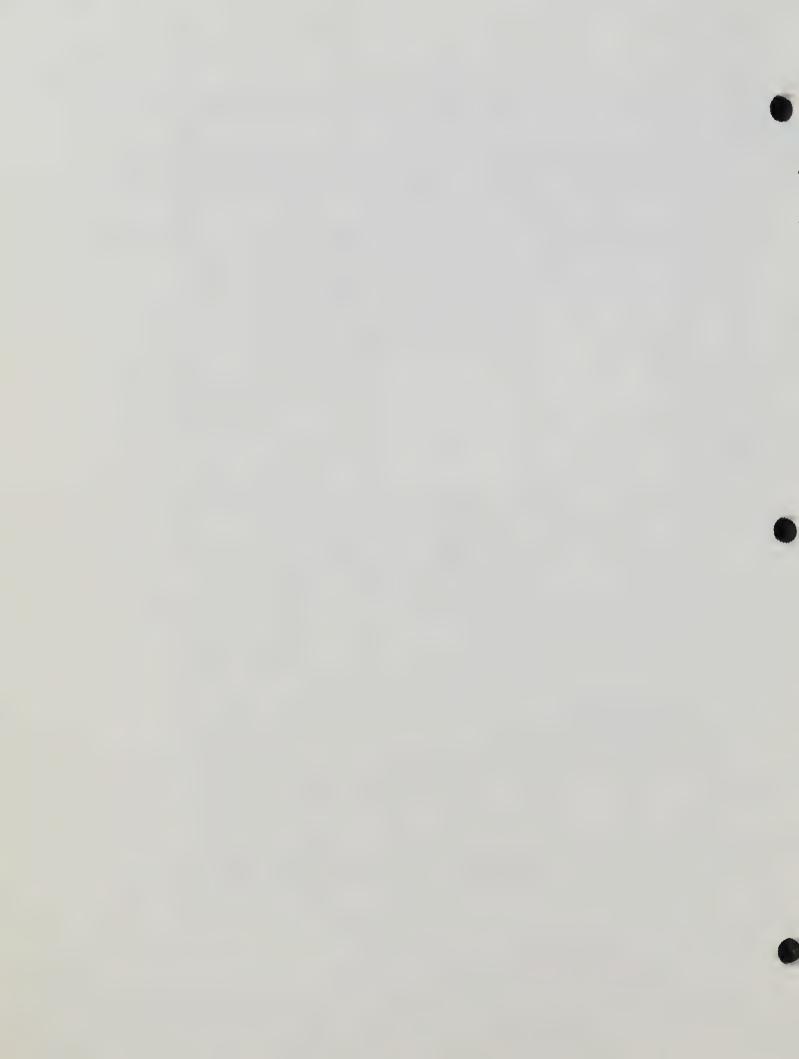
The implementation of the requested regulation will result in a loss of approximately seven on-street parking spaces. However, since all residents have available off-street parking and

since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

A parking prohibition would also facilitate traffic movements at this 90 degree turn in the roadway.

CVB/MH/ca







- RECOMMENDATION -

DATE:

1995 March 7

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

South Side of Brucedale Avenue East - School Bus

Loading Zone Removal. [TEC-90-95]

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Brucedale Avenue East commencing at a point 77 feet west of East 5th Street and extending to a point 118 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Munay J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the existing signs.

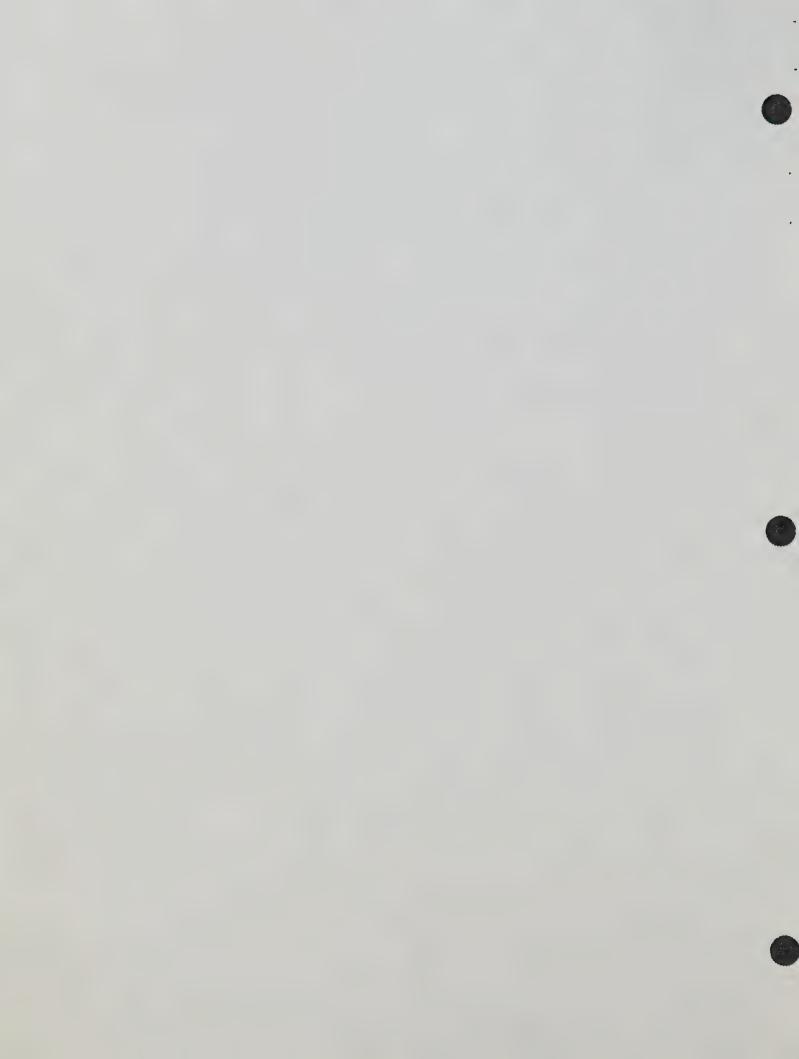
BACKGROUND:

On 1989 October 31, City Council approved a recommendation that the existing School Bus Loading Zone on the south side of Brucedale Avenue East adjacent to St. Thomas Moore School be extended to accommodate two additional buses.

During routine patrols, Traffic Department staff noted that the school has relocated to a new site and that the existing building is now used for other purposes. The Hamilton-Wentworth Separate School Board has confirmed that the school is closed and it is not proposed that the school be re-opened in the foreseeable future. Therefore, it would be appropriate to remove the school bus loading zone and to allow unrestricted parking in this area in accordance with the remainder of the block.

√_M\\
ERA/MH/kg







- RECOMMENDATION -

DATE:

1995 March 8

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Intersection of Ray Street North and Napier Street -

Corner Clearance. [TEC-91-95]

RECOMMENDATION:

That the existing 83 foot "No Stopping" regulation on the west side of Ray Street North, immediately north of Napier Street, be shortened such that the regulation commences at Napier Street and extends to a point 46 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of relocating the subject signs.

BACKGROUND:

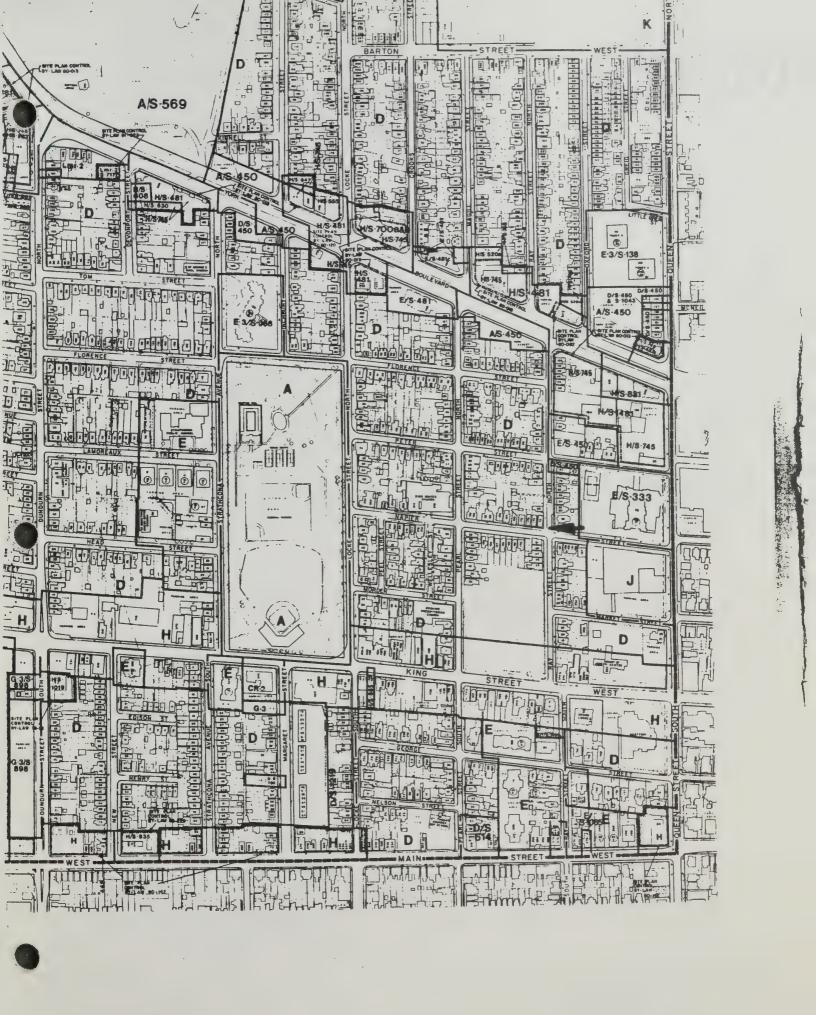
Aldermen Mary Kiss and Marvin Caplan have advised of concerns from Mary-Anna McQuade, President of the Strathcona Community Council, regarding on-street parking shortages in the vicinity of the intersections of Napier Street and Ray Street North and Peter Street and Ray Street North. Ms. McQuade is requesting that the existing corner clearances at these intersections be removed to provide additional on-street parking.

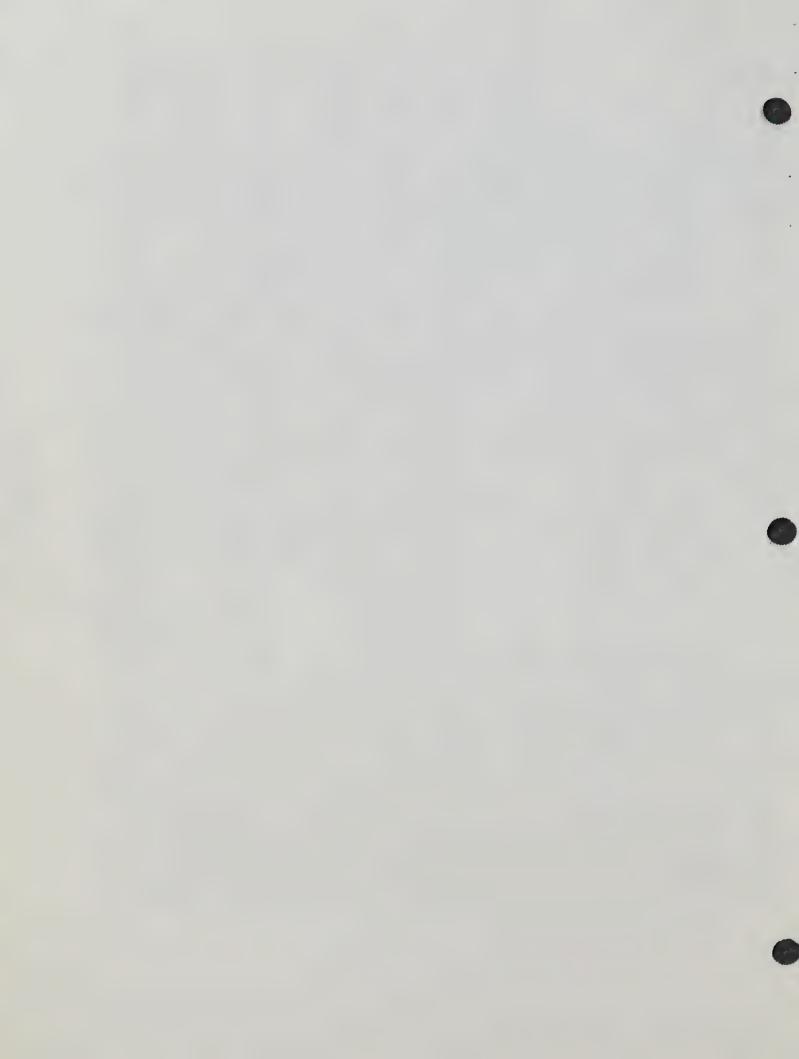
Ray has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the east side and a "Two Hour Parking Time Limit" regulation on the west side of the street in this area as well as an 83 foot section of a "No Stopping" corner clearance on the west side immediately north of Napier.

In September 1992, City Council approved the implementation of corner clearances on the west side of Ray, immediately north and south of Napier as well as several other intersections in the Strathcona Neighbourhood due to safety concerns brought to our attention by Alderman Mary Kiss. In September 1994, City Council approved corner clearances on the north side of Peter, immediately east and west of Ray as a result of a resident's concerns brought to the Traffic Department's attention at the 1994 July 07 meeting of the Strathcona Community Council. An investigation has revealed that the existing corner clearances are still required as a safety measure to maintain adequate visibility for motorists entering the intersection. However, it was determined that the existing corner clearance, on the west side of Ray immediately north of Napier, could be shortened to provide an additional on-street parking space. Therefore, the Traffic Department recommends that this corner clearance be shortened.

The implementation of the requested regulation would result in the restoration of one additional on-street parking space which would be controlled by the existing "Two Hour Parking Time Limit" regulation.

And MT/CVB/kg







Munoy F'. Main

- RECOMMENDATION -

DATE:

1995 March 8

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 260 Herkimer Street - Driveway Clearance.

[TEC-92-95]

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the north side of Herkimer Street commencing at a point 206 feet east of Locke Street South and extending to a point 54 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

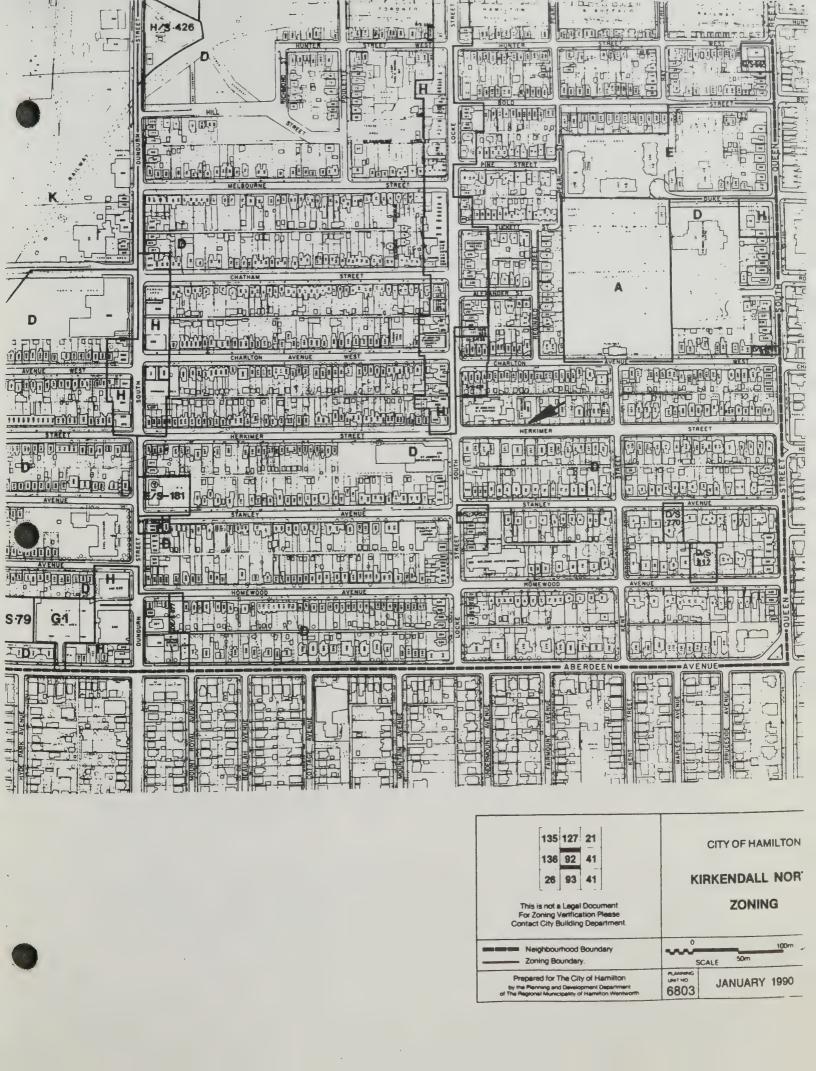
BACKGROUND:

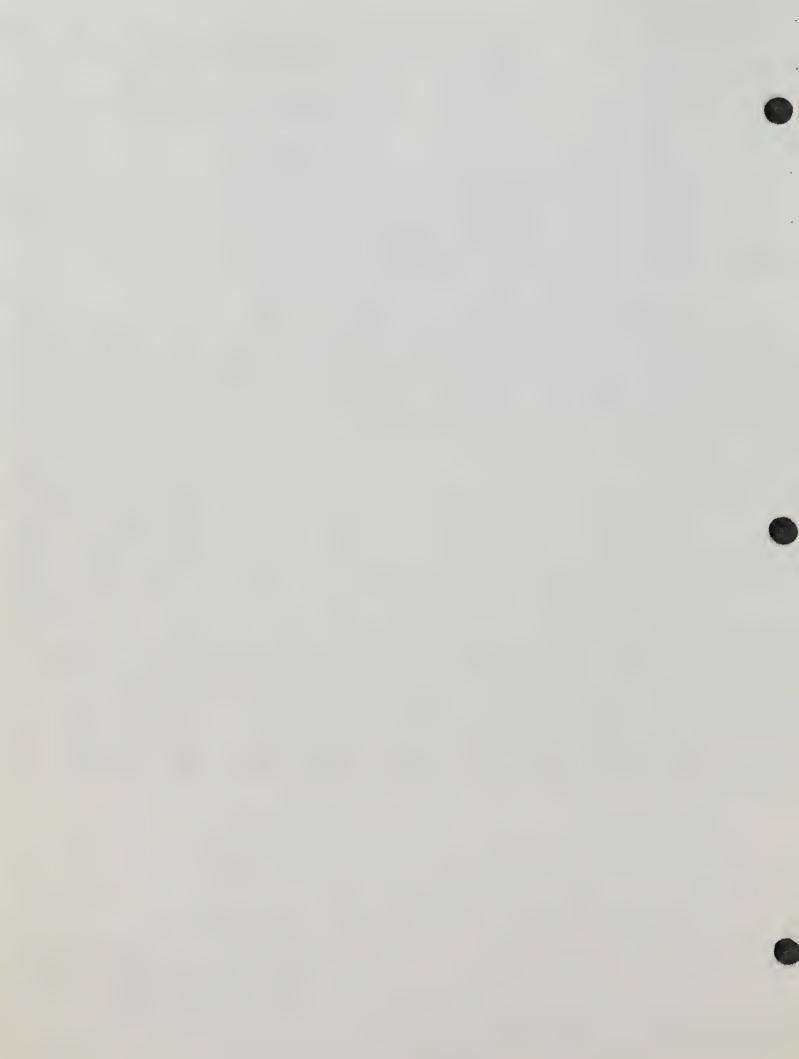
Alderman Mary Kiss has advised of a request from Father Jim, St. Joseph's Church, No. 260 Herkimer Street, that a "No Stopping" driveway clearance be implemented on the north side of Herkimer adjacent to the driveway leading to their off-street parking lot. Father Jim has expressed concern that motorists' visibility is obstructed to some degree while attempting to enter Herkimer from the parking lot.

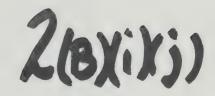
Herkimer has a 42 foot pavement width and operates one way in an eastbound direction. Presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles on the north side of Herkimer, adjacent to the driveway when exiting the parking lot and that implementing a driveway clearance in this area would be appropriate. Therefore, the Traffic Department concurs with this request.

The implementation of the requested regulation would result in a loss of only one on-street parking space directly in front of the church. However, since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.









- RECOMMENDATION -

DATE:

1995 March 15

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

St. Steven Street - Parking Regulations. [TEC-93-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of St. Steven Street between Marcella Crescent and Greenhill Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

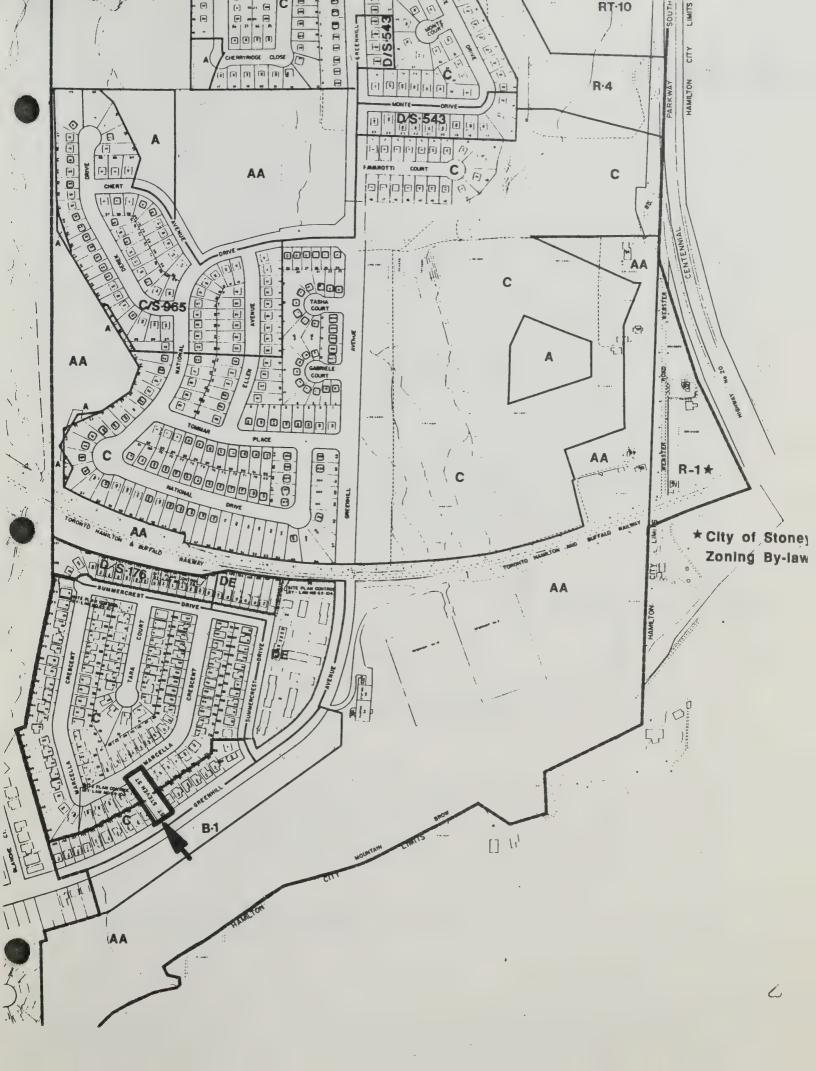
Alderman Dominic Agostino has advised that he wishes to initiate a "No Parking" regulation on the east side of St. Steven Street between Marcella Crescent and Greenhill Avenue.

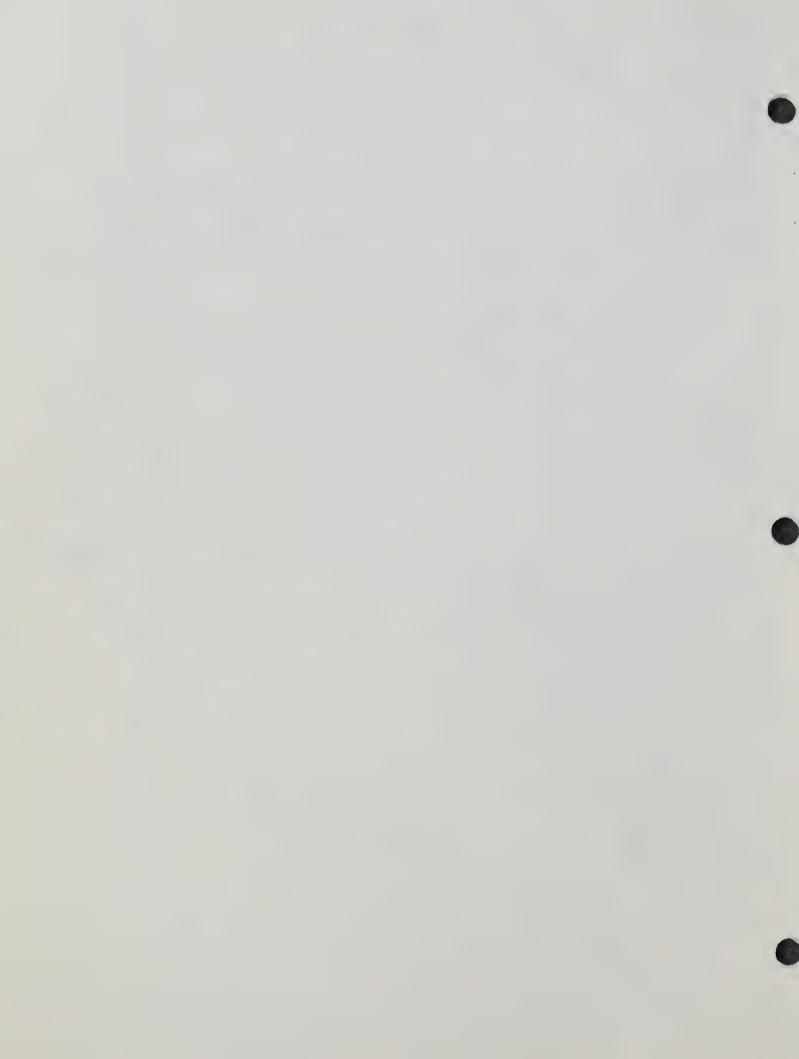
St. Steven has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except short sections of "No Stopping" regulations on both sides immediately south of Marcella.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Staff has contacted three residents in this block, one expressed support for the regulation, one expressed no opinion regarding this request and one did not return our call. Therefore, since the Ward Alderman wishes to initiate this request, the Traffic Department concurs.

The implementation of the requested regulation will result in the loss of approximately seven legal on-street parking spaces on the east side of the street. However, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/CVB/kg







Muray & Main

- RECOMMENDATION -

DATE:

1995 March 16

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Ray Street South between George Street and Main

Street West. [TEC-94-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Ray Street South commencing at a point 68 feet north of Main Street West and extending to George Street be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

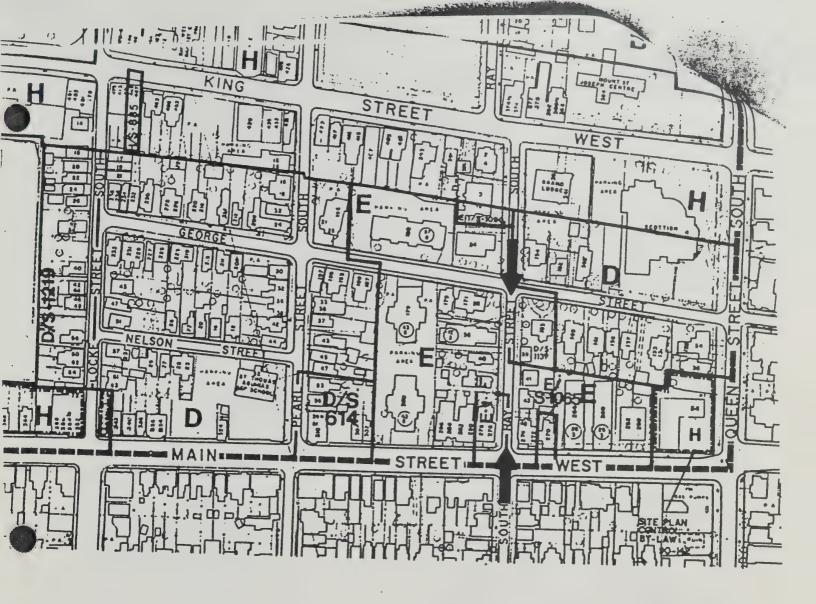
BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the six one, two and three family dwellings abutting Ray between Main and George, as well as 24 other area residents, requesting that the existing "Permit Parking" regulation be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation. All five abutting residents who signed the petition are in favour of the requested regulation.

Ray has a 22 foot pavement width, and presently, parking is prohibited on the west side and there is a "Permit Parking" regulation on the east side of the street in this block. The

subject "Permit Parking" regulation was implemented in February of this year. However, several residents who originally signed the petition for a "Permit Parking" regulation no longer support the regulation. Therefore, since 83 percent of the abutting residents of one, two and three family dwellings support the request for the two hour parking time limit, the Traffic Department concurs with the request.

CVB/MH/ca

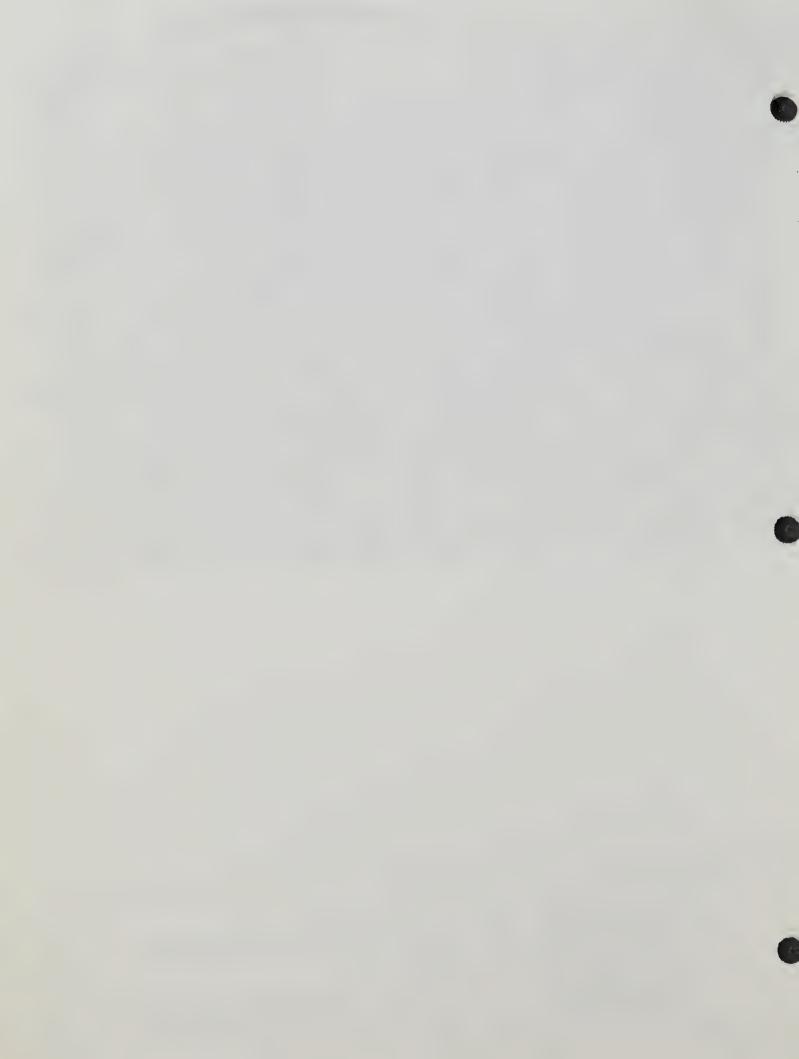


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CITY OF HAMILTON

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This is not all and a





- RECOMMENDATION -

DATE:

1995 March 21

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Napier Street between Ray Street North and Queen

Street North - Parking Regulations. [TEC-96-95]

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Napier Street commencing at Queen Street North and extending to a point 149 feet east of Ray Street North and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of changing the signs.

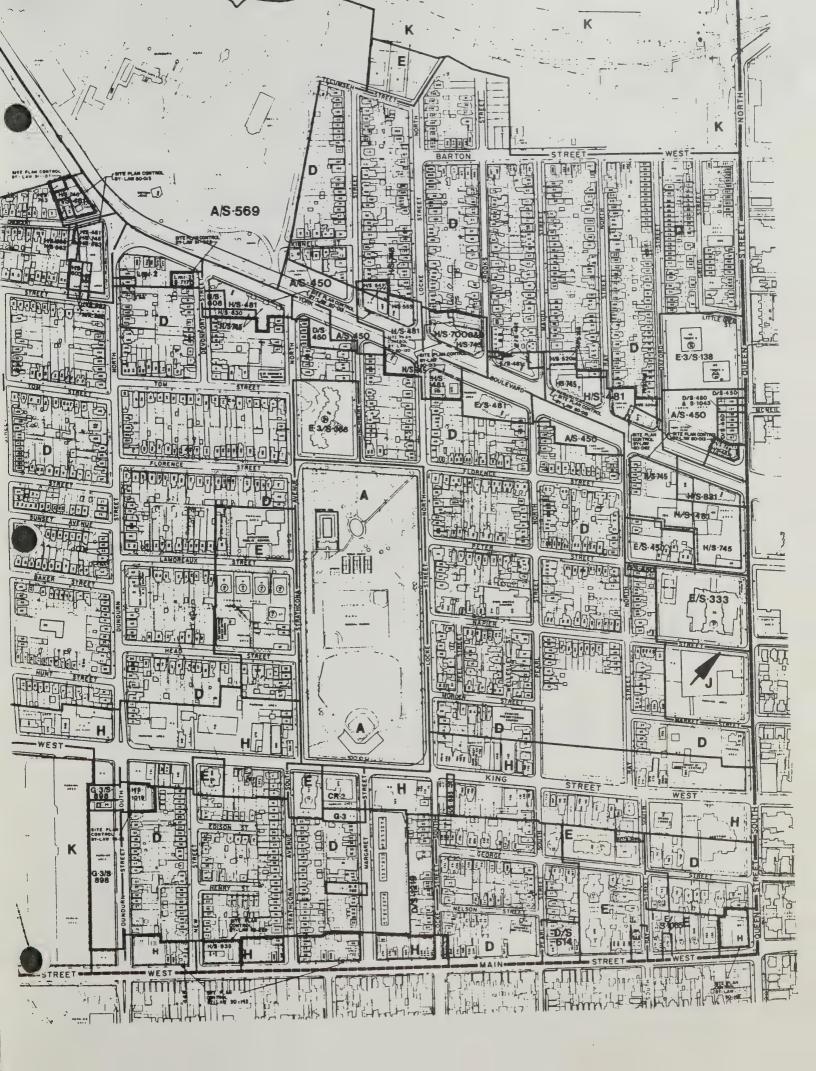
BACKGROUND:

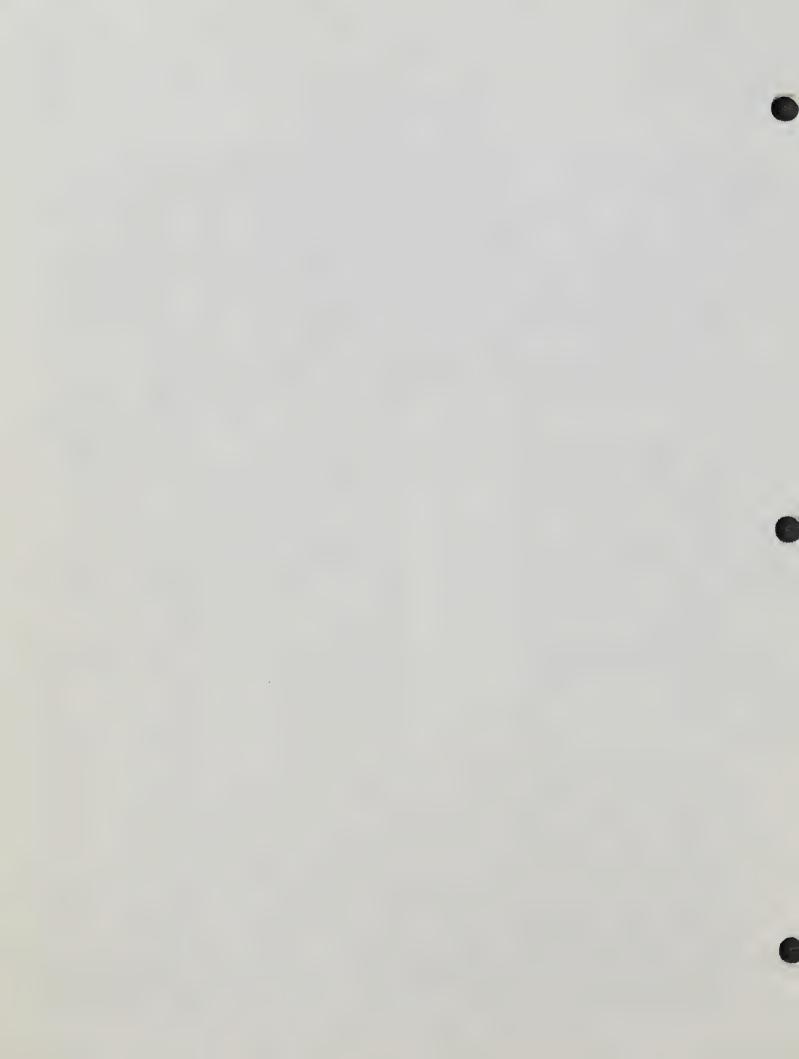
The Traffic Department has received a request from Doug Sandford, Property Manager of the apartment building at No. 75 Queen Street North, that the existing "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the south side of Napier Street in the easterly half of the block between Queen Street North and Ray Street North, be changed to a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation to provide an additional hour of on-street visitor parking.

In January 1992, City Council approved the existing "Two Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the south side of Napier Street between Queen Street North and Ray Street North as a result of a petition signed by representatives of 88 percent of the abutting one, two and three family dwellings.

When considering changes to existing parking regulation on residential streets, the Transport and Environment Committee generally requires that a petition be circulated to determine the opinions of a majority of the abutting residents of one, two and three family dwellings. The property on the south side of Napier, directly opposite No. 75 Queen Street North, is presently vacant. Therefore, Traffic Department supports this request.

The existing two hour parking time limit in the westerly half of the block would remain unchanged. Area residents who have purchased time limit exemption permits may continue to use them for both the existing and the proposed parking time limit areas.







- RECOMMENDATION -

DATE:

1995 March 22

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

James Street North between Strachan and Burlington

Streets - Parking Regulations [TEC-99-95]

RECOMMENDATION:

(a) That the existing "Alternate Side Parking" regulation on James Street North between Strachan and Burlington Streets be replaced with a "No Parking, 1:00 p.m. to 4:00 p.m., second Tuesday of each month, April to November" regulation on the west side and a "No Parking, 1:00 p.m. to 4:00 p.m., second Thursday of each month, April to November" regulation on the east side; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro has asked the Traffic and Public Works Departments to investigate the feasibility of allowing parking on both sides of James Street North between Strachan and Burlington Streets.

The subject section of James Street North is 44 feet in width (4 lanes) and is presently controlled by an "Alternate Side Parking" regulation. Records indicate that parking was previously allowed on both sides of the street until 1984 when, at the request of Alderman

W. McCulloch, the "through street" designation was removed in order to allow parking overnight. The "Alternate Side Parking" regulation was implemented at that time to facilitate street maintenance operations which were previously conducted overnight.

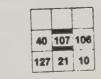
An investigation has revealed that the traffic volumes in this area can be accommodated in one lane, and therefore, the Traffic Department has no objection to allowing parking on both sides of the street. The Public Works Department has advised that a 4-hour parking prohibition, once per month, on each side of the roadway would be necessary in order to facilitate street maintenance operations.

Alderman Agro has advised that he concurs with the recommendation.

MH/jd



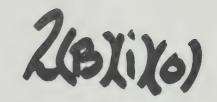
All Lands Within This Neighbourhood is Subject To Site Plan Control By-law No. 90-285.



This is not a Legal Document For Zoning Verification Please Contact City Building Department CITY OF HAMILTON

NORTH END WEST ZONING





- RECOMMENDATION -

DATE:

1995 March 23

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

Winston Place, north of Royal Avenue - Parking

Regulations. [TEC-101-95]

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Winston Place commencing at Royal Avenue and extending to a point 111 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Marray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Mary Kiss has advised that she wishes to initiate a request from Mr. and Mrs. Watson, 218 Winston Place, that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Winston between Royal and the south property line of 211 Winston Place and a "No Stopping" regulation on the west side between Royal and the south property line of 218 Winston Place.

Winston has a 24 foot pavement width, and presently, there is unrestricted parking on both

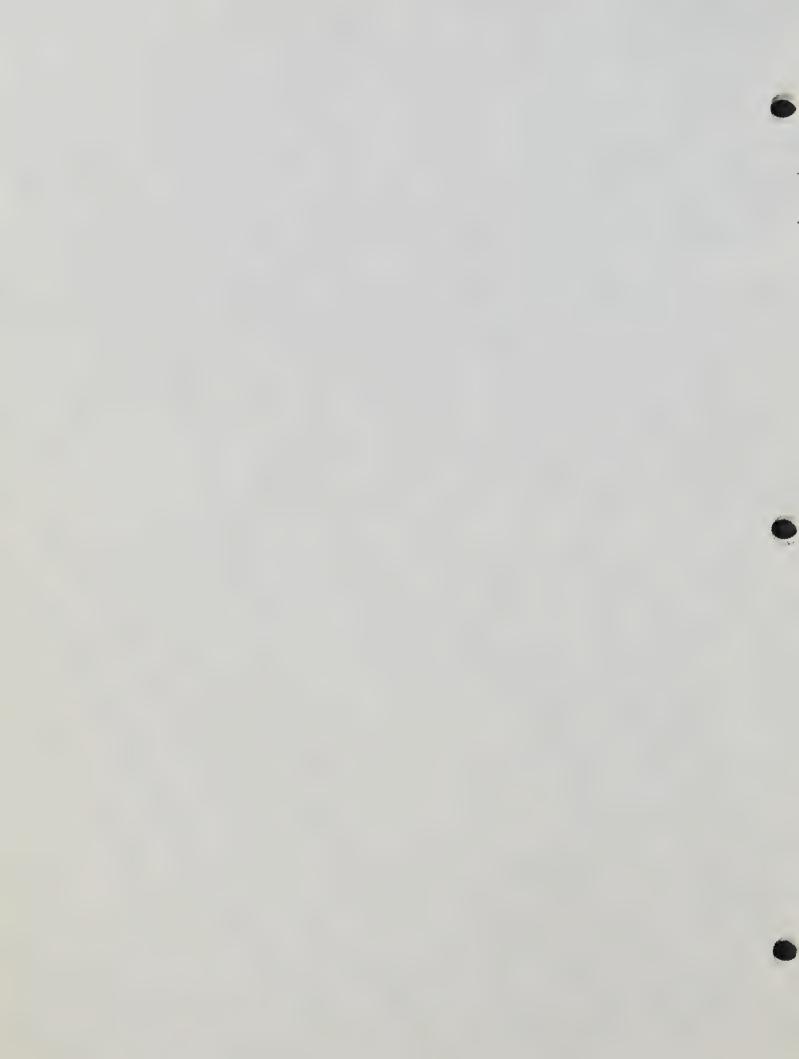
sides of the street in this area.

The requested parking time limit will abut vacant land owned by Ontario Hydro, and would not result in a loss of on-street parking, but would reduce long-term non-resident parking by students of McMaster University. Area residents would be entitled to purchase permits to exempt their vehicle(s) from the signed time limit regulation.

The implementation of the requested 38 foot "No Stopping" regulation between Royal and the driveway of 218 Winston Place will be done in accordance with a general provision in the City Traffic by-law which prohibits stopping within 20 feet of a marked or unmarked crosswalk. There will be no loss of on-street parking resulting from this regulation.

CVB/MH/ca







- RECOMMENDATION -

DATE:

1995 March 23

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

Cannon Street West (north leg) between Hess Street

North and Caroline Street North - Parking Regulations.

[TEC-103-95]

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Cannon Street West (north leg) between Hess Street North and Caroline Street North and that the City Traffic By-law 89-72 be amended accordingly.

Muney F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for parking permits would off-set the cost to some degree.

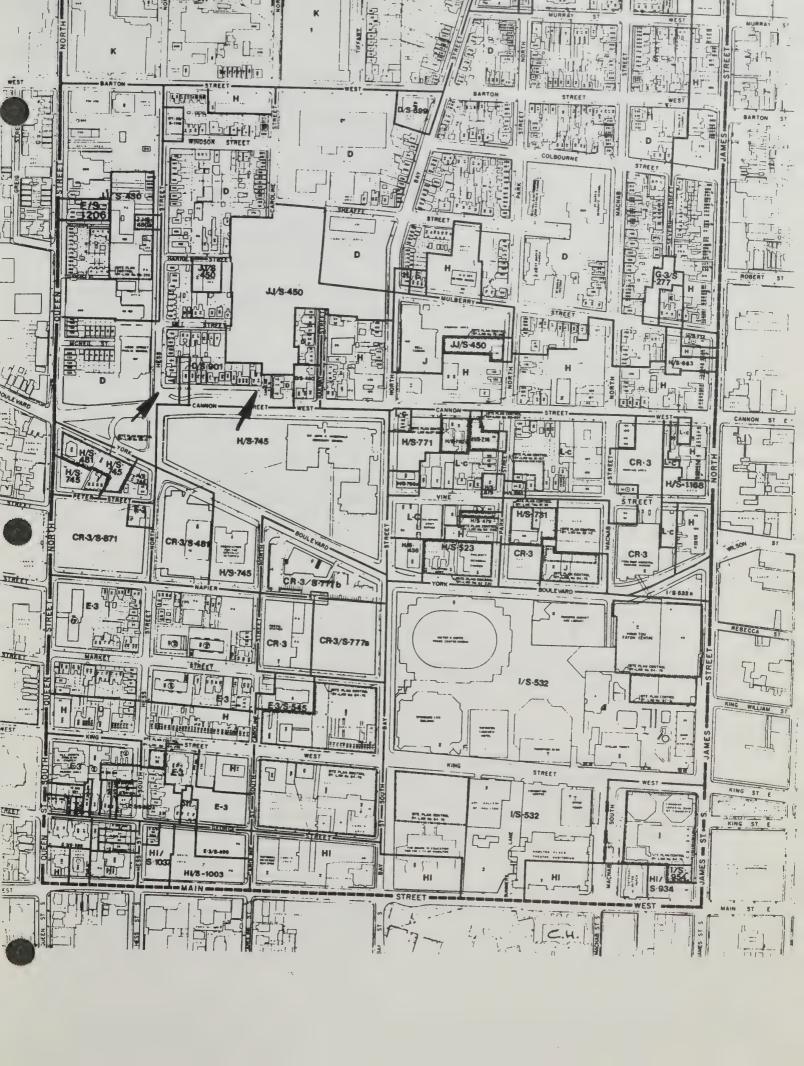
BACKGROUND:

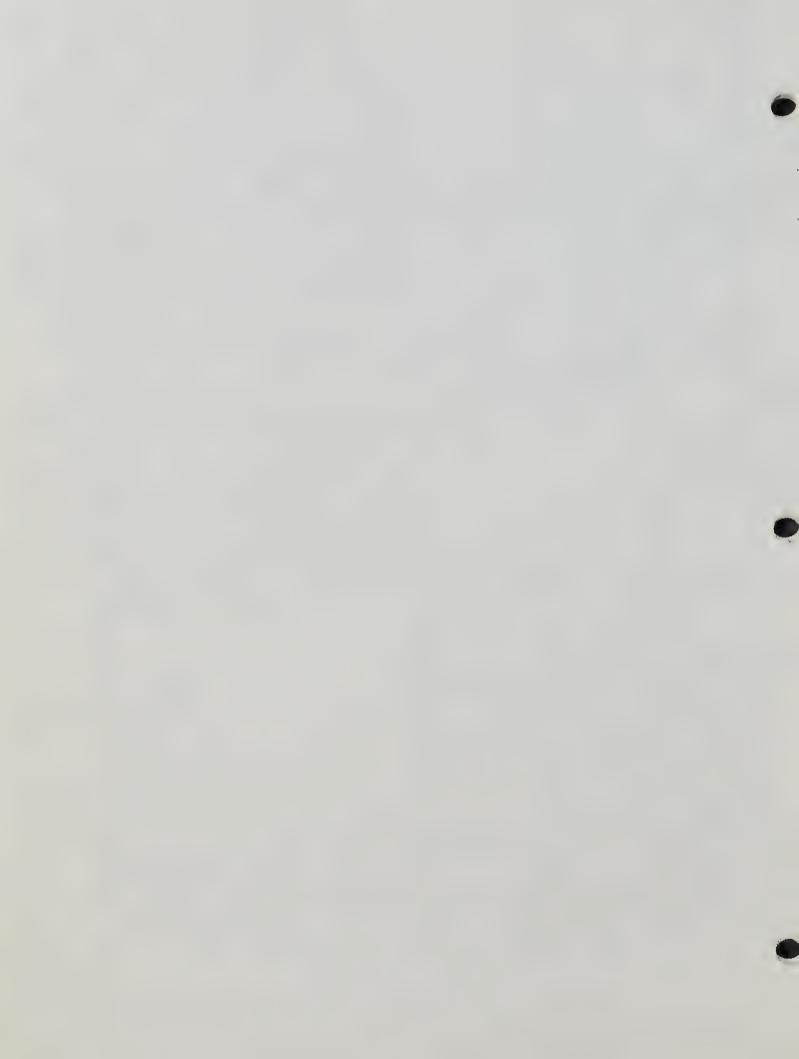
The Traffic Department has received a petition signed by representatives of 10 of the 15 one, two and three family dwellings abutting Cannon Street West (north leg) between Hess Street North and Caroline Street North requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All of the petitioners are in favour of the requested regulation.

Cannon (north leg) has a 24 foot pavement width, and presently, there is unrestricted

parking on the north side and a "No Parking" regulation on the south side of the street in this block. The resident who circulated the petition has expressed concerns regarding long-term non-resident parking by students and teachers of Sir John A. MacDonald School. The implementation of the requested regulation would prohibit long-term non-resident parking during weekdays and area residents of one, two and three family dwellings may be entitled to purchase permits at a cost of \$24. per permit each year to exempt their vehicles from the signed time limit. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

AMT/CVB/ca







Munay F. Main

- RECOMMENDATION -

DATE:

1995 March 23

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Beach Road between Norton Avenue and Gage Avenue

North - Parking Regulations. [TEC-104-95]

RECOMMENDATION:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Beach Road between Norton Avenue and Gage Avenue North be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget to cover the cost of removing the subject signs.

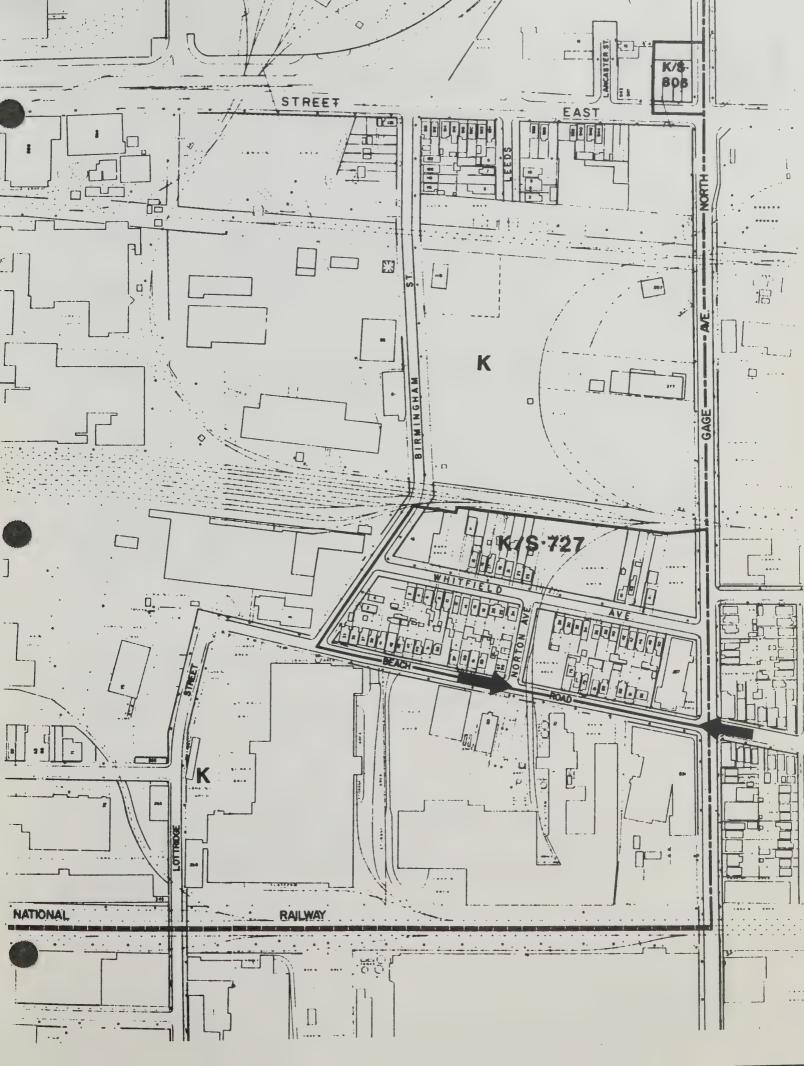
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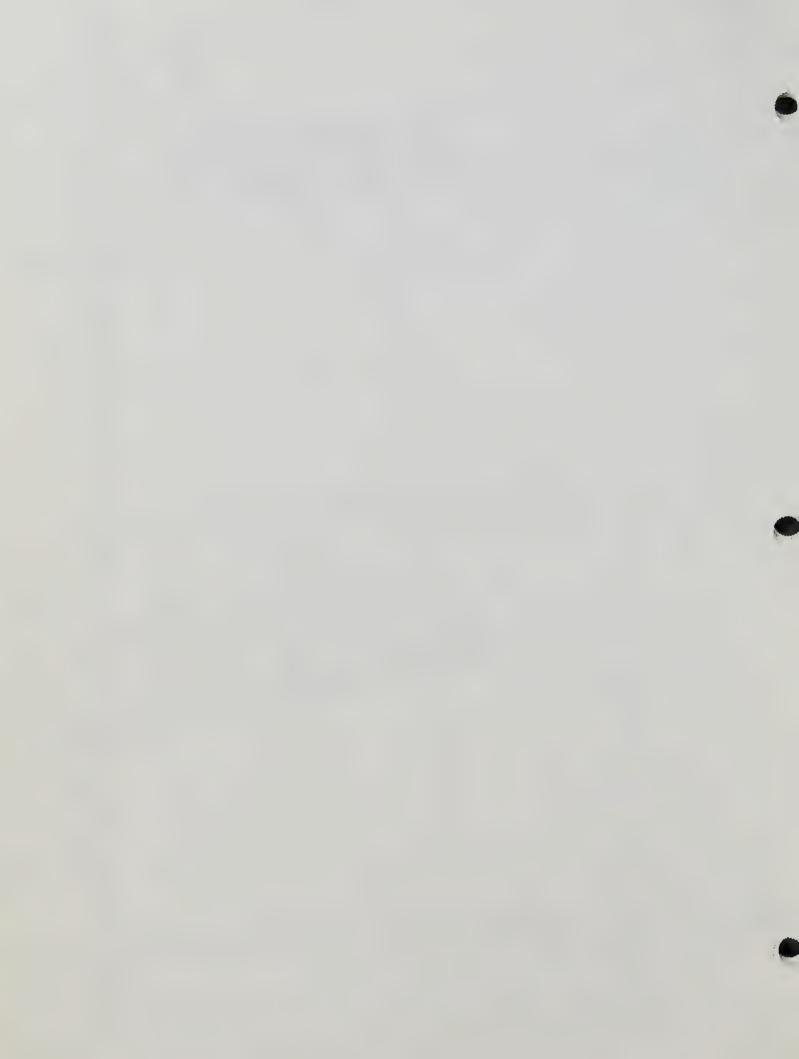
Alderman Don Drury has forwarded a petition to the Traffic Department signed by representatives of all nine of the one, two and three family dwellings abutting Beach between Norton and Gage, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be removed from the north side of the street in this block. Eight of the residents who signed the petition are in favour of removing the subject regulation while one is opposed.

Beach has a 30 foot pavement width, and presently, parking is prohibited on the south side and there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this block. The subject time limit was

implemented 20 years ago, and records no longer indicate why. However, since 89 percent of the abutting residents now want the time limit regulation removed, the Traffic Department supports the request.

CVB/MH/ca







- RECOMMENDATION -

DATE:

1995 March 24

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 149 Gibson Avenue - Request to Remove a

Reserved "Permit Parking" Space for a Disabled

Resident. [TEC-106-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Gibson Avenue which commences at a point 354 feet south of Barton Street East and extends to a point 19 feet southerly therefrom and on the west side of Gibson Avenue which commences at a point 360 feet south of Barton Street East and extends to a point 19 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

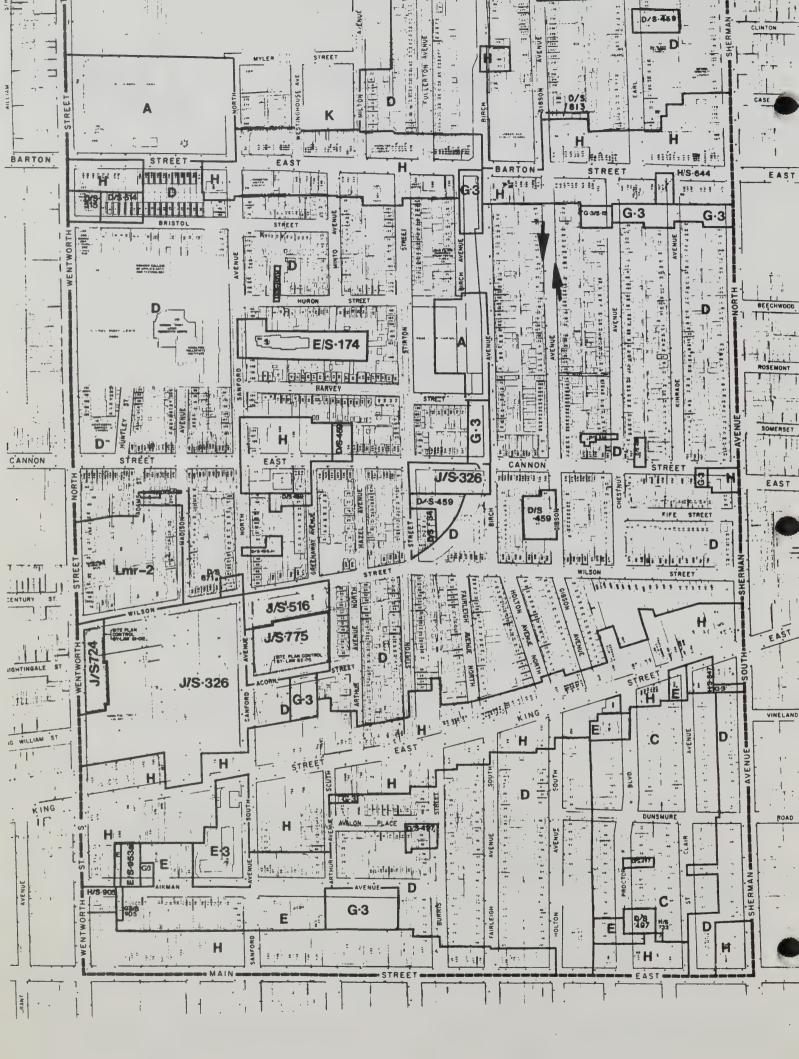
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Catharine Winterburn, No. 149 Gibson Avenue, that the existing reserved "Permit Parking" spaces in front of her property and in front of No. 156 Gibson Avenue be removed since she has moved. The Traffic Department has reviewed this matter and concurs with the request.

MT/CVB/kg



ZLBXiXs)

Munay F. Main

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 March 24

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 122 Royal Avenue - Request for a Wheelchair

Loading Zone. [TEC-107-95]

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the north side of Royal Avenue commencing at a point 61 feet west of Leland Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

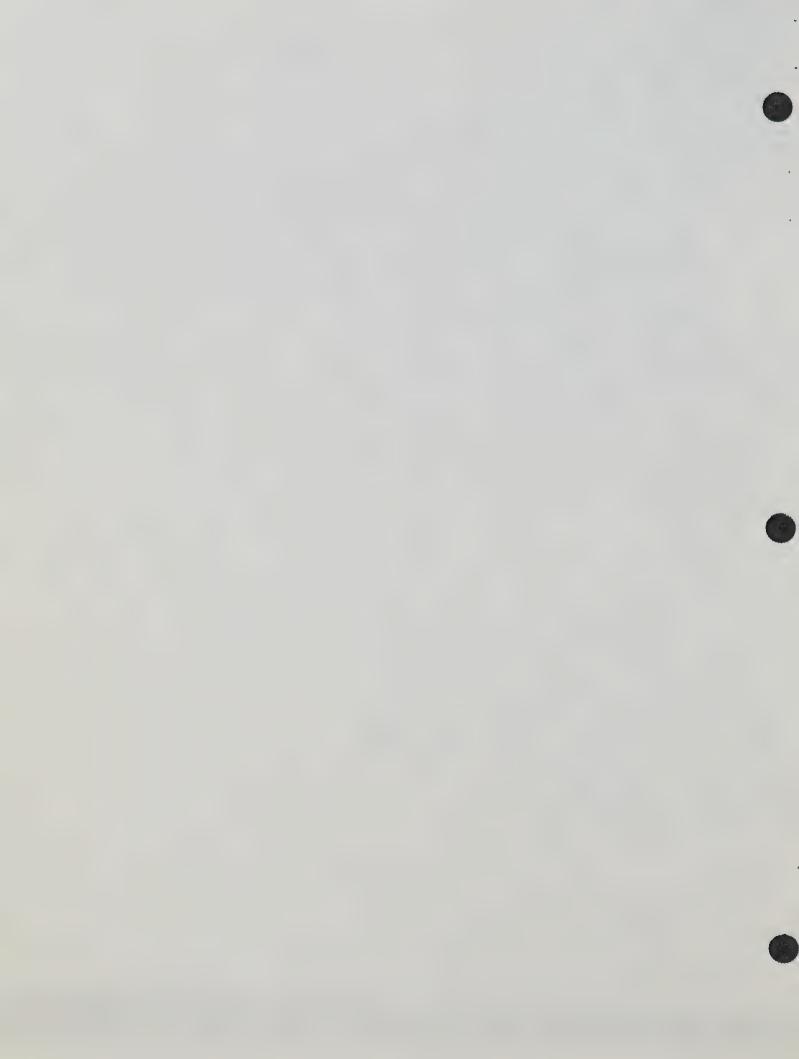
BACKGROUND:

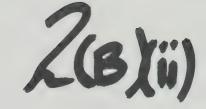
The Traffic Department has received a request from Loraine Kiryk, No. 122 Royal Avenue, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the north side of the street directly in front of her home since she is disabled and requires the use of Darts vehicles.

Royal Avenue has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property during weekdays. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. each evening and since virtually all residents in this area have available offstreet parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

WH MIT/CVB/kg







- RECOMMENDATION -

DATE:

1995 February 21

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Southam Neighbourhood - Intersection Control.

[TEC-84-95]

RECOMMENDATION:

That westbound traffic on Brucedale Avenue West, Queensdale Avenue West and Genesee Street be required to stop for northbound and southbound traffic on West 2nd Street and that the City Traffic By-law 89-72 be amended accordingly.

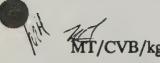
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

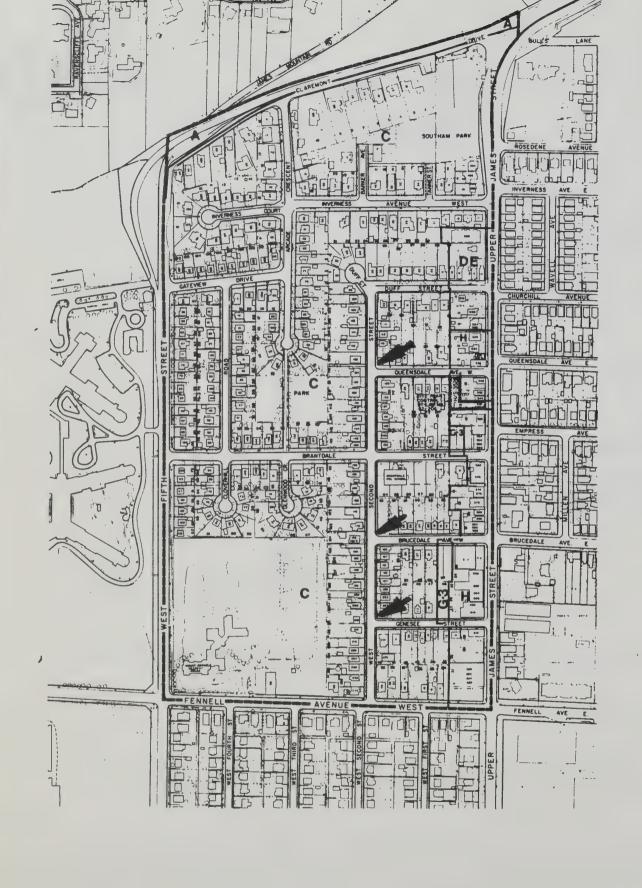
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department received a request from Mr. Rick Trankner, 94 West 28th Street, that westbound traffic on Brucedale, Queensdale and Genesee be required to stop for northbound and southbound traffic on West 2nd.

All three of these intersections are "T" type intersections, and presently, there are no intersection control signs at any of these locations. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that stop control be implemented on the stem of all of these "T" type intersections.







- RECOMMENDATION -

DATE:

1995 February 15

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Upper Gage Bus Route - Bus Stop Removals.

[TEC-79-95]

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed:

Route #23 Upper Gage

Delete - Northbound -

Eva Street, east side, 21 feet south of Eaglewood Drive (N/S);

and

Delete - Northbound -

Eleanor Avenue, east side, 768 feet north of Eaglewood Drive

(M/B); and

Delete - Northbound -

Eleanor Avenue, east side, 123 feet north of the centre line of

Dulgaren Street (F/S); and

Delete - Northbound -

Eleanor Avenue, east side, 25 feet south of the centre line of

Muray J: Main

Stone Church Road East (N/S).

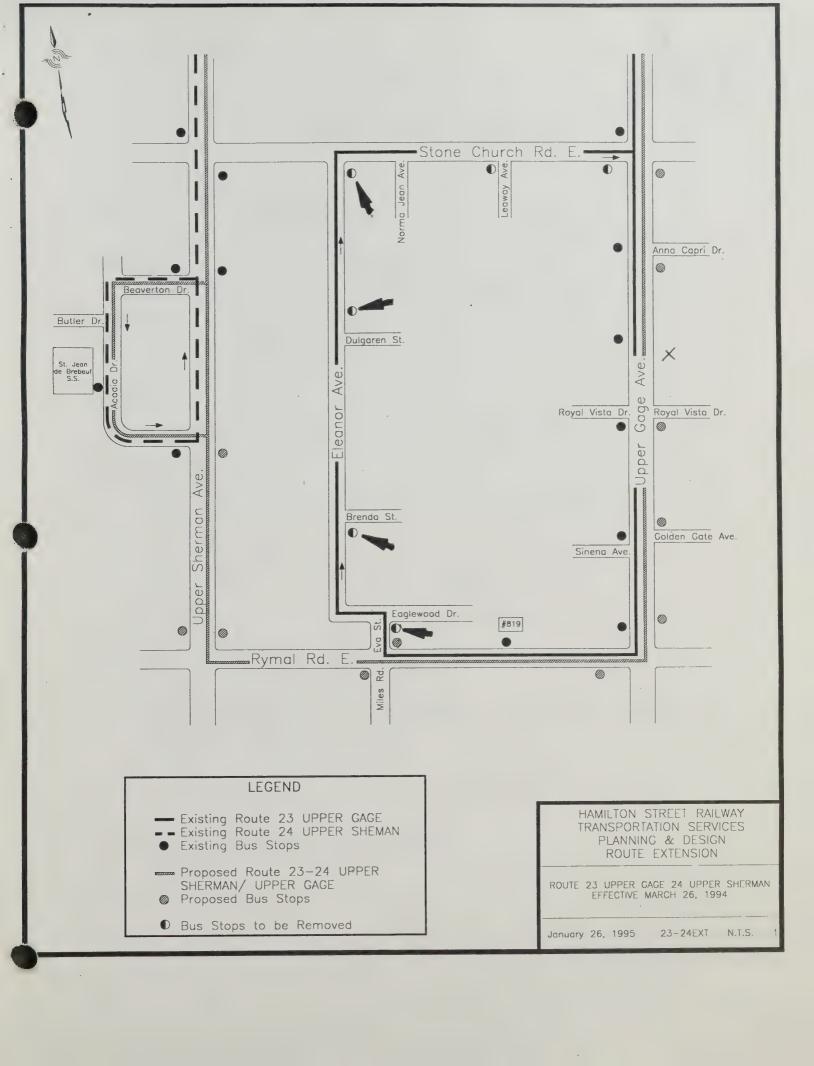
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to delete an existing bus stop on Eva Drive and to delete three existing bus stops on Eleanor Avenue. These bus deletions are being implemented with other bus additions and relocations on Regional roads, in conjunction with an initiative to improve public transit for the Templemead, Eleanor and Butler Neighbourhoods. The Traffic Department has reviewed this matter and concurs with this request.

JAD/DR/MT/kg







- RECOMMENDATION -

DATE:

1995 March 23

S726-171, S704-44

REPORT TO:

K. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P.Eng.

Senior Director Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-14)

RECOMMENDATION:

a) That the following City land be incorporated into various streets:

Artistic Boulevard

Part 8

Plan 62R-13077

Embassy Drive

Part 10

Plan 62R-13077

Dicenzo Drive

Part 7

Plan 62R-11790

- b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

ger: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

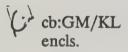
Cont'd...

- Page 2 -1995 March 23 Incorporating certain City land into various streets by By-Law. (R-95-14)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated		Reason for being Incorporated	File No.
Artistic Blvd	Part 8, 62R-13077	N/A	To develop the street to its full width	S726-171
Embassy Drive	Part 10, 62R-13077	N/A	To develop the street to its full width	S726-171
Dicenzo Drive	Part 7, 62R-11790	N/A	To provide legal access to Dicenzo Gardens Phase #5 and develop Dicenz Drive to its full width	S704-44



cc/Mr. F. Angelici, Planning Department cc/Mr. M. Watson, Property Department

Zexii)

CITY OF HAMILTON - RECOMMENDATION -

DATE:

March 24, 1995

T103-51 J. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director

Roads Department

SUBJECT:

Encroachment Agreements (R-95-15)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

-Page 2-March 24, 1995

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

МЈР:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: April 11, 1995

84 Ellis Ave.	255 Cannon St. E	11 Wood St. W	136 Birge St.	221 Queen N.	242 Bristol St.	377 Ferguson N.	Location
G. McPhail	Vuu/Nguyen	J. Fabian	J.& E. Castelhano	Coung	A.& A. Perez	S.Levely & S.Mitchell	Owner
Steps encroach onto Ellis Ave measuring 3.0m x 1.4m	Steps encroach onto West Ave487m x .9144m	Garage 4.34m x 2.84m x 1.27m (other side) Porch 2.67m x .783m	Front steps .061m x .762m	Garage onto Greig St. 2.591m x .381m	Steps onto Bristol 1.524m x 1.912m	Garage 5.715m x .2987m	Type of Encroachment
T. O'Flaherty Holdings	Weisz, Rocchi & Scholes	John Dipietro	Yachetti, Lanza & Restivo	Dempster, Dermody & Riley	E. D'ortenzio	Petrini, Rubenstein & Waxman	Solicitor/Agent
138/20	138/20	138/20	138/20	138/20	138/20	138/20	First Year/Annual
T103 50 (1160)	T103 50 (1148)	T103 50 (1159)	T103 50 (1157)	T103 50 (1158)	T103 50 (1156)	T130 50 (1155)	File Number

CITY OF HAMILTON - RECOMMENDATION -



DATE:

1995 March 27

T103 50 (1154) (1161) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Encroachment Agreements (R-95-16)

RECOMMENDATION:

a) That the application of Canadian Liquid Air Ltd. to erect and retain the encroachment of a 300mm oxygen pipeline under and across Wilcox Street, be approved during the pleasure of Council, provided:

- i) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- iii) That the owner pay a first year fee of \$252. and the applicant provide \$10 million public liability insurance naming the City and Region as additional insureds with a provision for cross liabilty.
- iv) That Canadian Liquid Air Ltd. be a member of the Call-Bud locate agency.
- b) That the application of W. J. Heck In Trust, owner of 541 Barton Street East, to maintain the the encroachment of swinging doors over the road allowance and concrete planters on the road allowance of Westinghouse Avenue be approved during the pleasure of Council, provided:
 - i) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

-Page 2-March 27, 1995

Encroachment Agreements

Cont'd...

- ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- iii) That the owner pay a first year fee of \$252, and an annual fee of \$20.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from Canadian Liquid Air Ltd. to enter into an encroachment agreement with the City to maintain a 300mm oxygen underground pipeline under and across the road allowance of Wilcox Street. The oxygen line will operate under pressure of 600 P.S.I. to deliver oxygen to a Stelco Inc. plant on Wilcox Street.

A second application has been received from W. J. Heck in Trust, owner of 541 Barton Street East, to enter into an agreement to erect and maintain swinging doors over the road allowance of Westinghouse Avenue. The building was previously a Bank of Montreal and the applicant is proposing to convert the building into three apartments. To ensure the safety of pedestrian traffic the applicant has agreed to place concrete planters on each side of the doors.

The City's policy is that if an existing building or a proposed non-building encroachment does not impede the function within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and have no objection to the approval of these encroachments.

The proposed roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

ß JKC:

cc: A. Ross, Treasurer

- RECOMMENDATION -

DATE:

1995 March 28

REPORT TO:

Kevin C. Christenson, Secretary,

Transport and Environment Committee

FROM:

D. W. Vyce

Director of Property

SUBJECT:

Offer to Purchase part of 1477 Upper James Street

being Part 1 and 4 on Plan 62R-12942

- 900074 Ontario Inc.

RECOMMENDATION:

- That an Offer to Purchase, executed by 900074 Ontario Inc. (T.E. Yates, President), on 1995 March 16 and scheduled to close on or before 1995 October 31, for the lands being part of Lot 14, Concession 8, in the geographic Township of Barton, now in the City of Hamilton, more particularly described firstly as Part 1 on Plan 62R-12942, containing an area of 0.166 hectares (0.410 acres) more or less, and secondly as Part 4 on Plan 62R-12942, containing an area of 0.556 hectares (0.137 acres) more or less, municipally known as part of 1477 Upper James Street, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 January 31 have been fulfilled by the City, and funds derived from the sale of \$315,000 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,
- b) That the required deposit cheque in the amount of \$31,500 be held by the City Treasurer pending Council approval; and,
- c) That the Purchaser acknowledges and agrees that Parts 1 and 4, Plan 62R-12942, shall not form part of any proposed land redevelopment until the earlier occurrence of the following:

- i) all requirements of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth have been fully satisfied including but not limited to payment to the City and/or Region, as may be, for one half of the adjacent highway construction costs for the extensions to Regina Drive and DiCenzo Drive, including curbs, pavement, sidewalks, sewers and water. It is acknowledged and agreed that such costs shall not include one half of the future land costs above noted; or
- the registration on title of a Subdivision Agreement encompassing the said Part 4 in accordance with the City's subdivision requirements at that time;
- d) That the completion of this Offer to Purchase is subject to the following conditions being met:
 - i) that the Purchaser, at their sole expense, apply for and obtain rezoning of Part 1, Plan 62R-12942, to allow for Neighbourhood Commercial and the rezoning of Part 4, Plan 62R-12942, to allow for residential use in accordance with the approved Neighbourhood Plan for Ryckman's. The required rezoning shall include the following:
 - (1) the passing of a by-law by the Municipality to rezone the subject property to allow the above described use;
 - (2) if there is an appeal, the final determination of the appeal upholding a by-law by the Municipality to rezone the subject lands to allow the above described use;
 - ii) if the required zoning as set out in (i) above has not been completed by the closing date set out in this Offer to Purchase, then this Offer to Purchase shall be null and void and the deposit shall be returned by the Vendor to the Purchaser without interest and the Vendor shall not be liable for any damages or costs;
 - the Purchaser acknowledges that in approving this Offer to Purchase by the City, the City does not fetter the discretion of the City Council to decide whether to pass a by-law rezoning the subject lands pursuant to the application set out in (i) above. City Council is under a statutory duty under the <u>Planning Act</u>, 1983 to considerer all the factors set out in that Act, in deciding whether to pass a by-law to rezone the subject lands;
- e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

- f) That in accordance with Real Property Sales Procedural By-law No. 95-049,
 - i) satisfactory Notice has been given to the public of the intended sale;
 - ii) an appraisal of the fair market value of the real property intended to be sold was obtained on the 4th day of April, 1995; and,

the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of \$315,000 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1993 October 29 City Council adopted Item 20 of the 13th Report of the Transport and Environment Committee approving the purchase of the subject parcel of vacant land. This purchase was part of an expropriation settlement negotiated with A. Boxinbaum as the result of a Board of Negotiating meeting held on 1991 September 25, for lands required for roadway purposes at 1477 Upper James Street.

All of the lands acquired from A. Boxinbaum are not required for roadway purposes. The land being sold herein is of insufficient size to be independently developed and, the existing zoning regulations require assembly with the abutting land to the north prior to development taking place, the said lands to the north also being owned by 900074 Ontario Inc. (the Purchaser).

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee,

a) On 1995 March 14, City Council approved Item 6 of the 8th Report of the Planning and Development Committee declaring the subject lands surplus to the requirements of the City;

- b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 27th day of March 1995, to inform the public that the City intends to sell the said subject land;
- c) the sale of the subject lands falls within the range of value which has been determined through an appraisal of the subject's fair market value.

Based on the foregoing matters in compliance with the Real Property sales Procedural By-law, it is recommended above that the City's sale to the purchasers be confirmed.

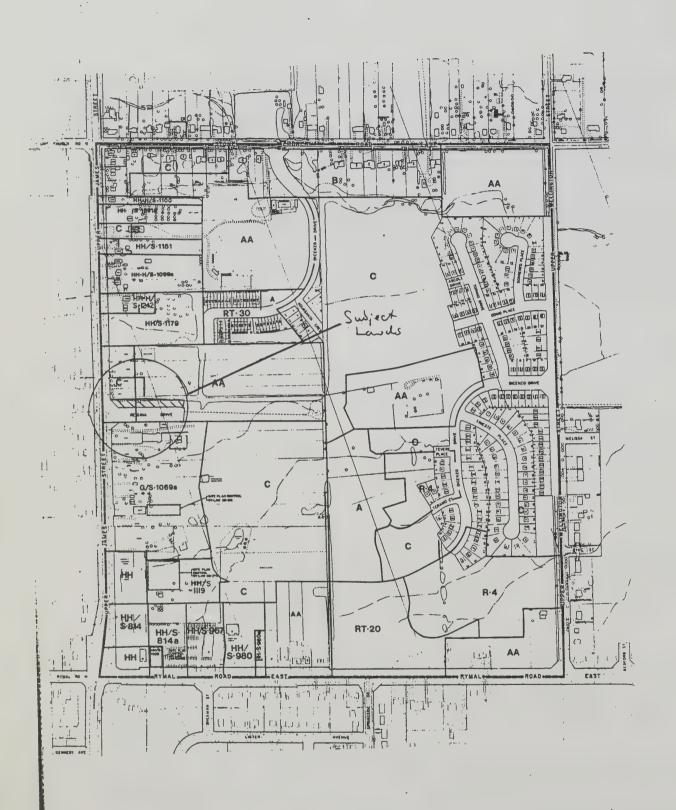
KN/nw

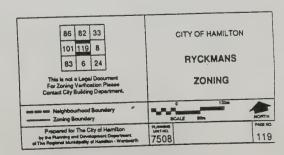
c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys

(10.1.101)







- RECOMMENDATION -

DATE:

1995 March 28

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

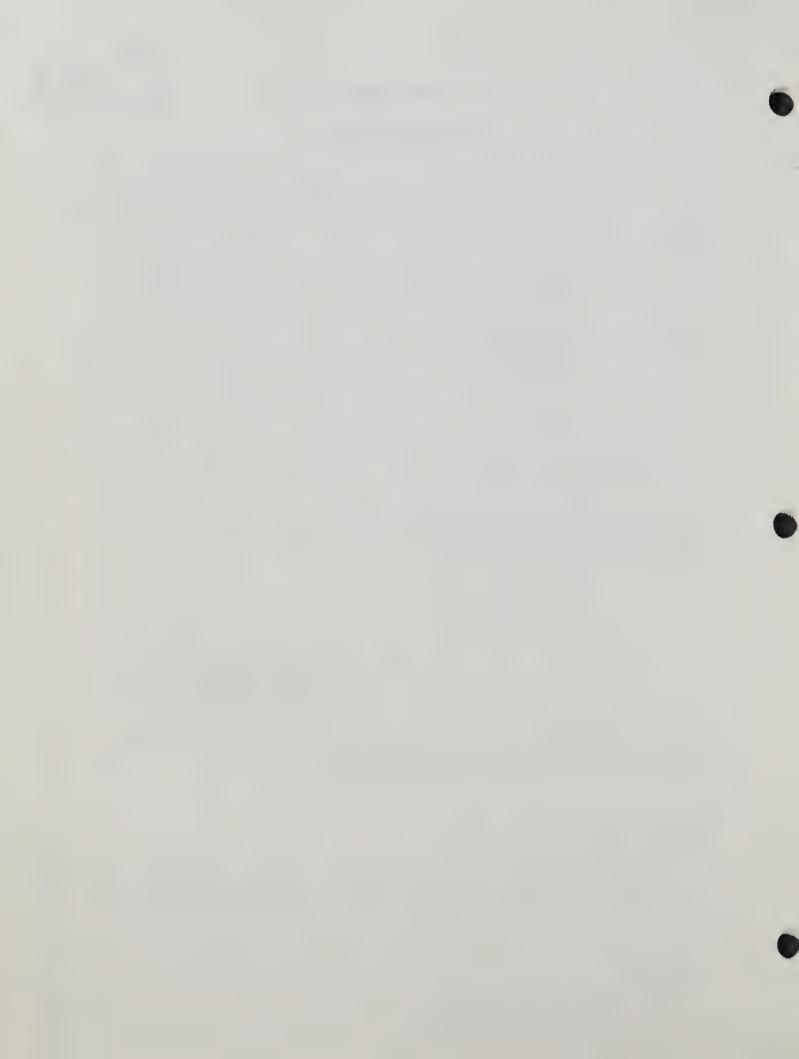
FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

full

Attachment

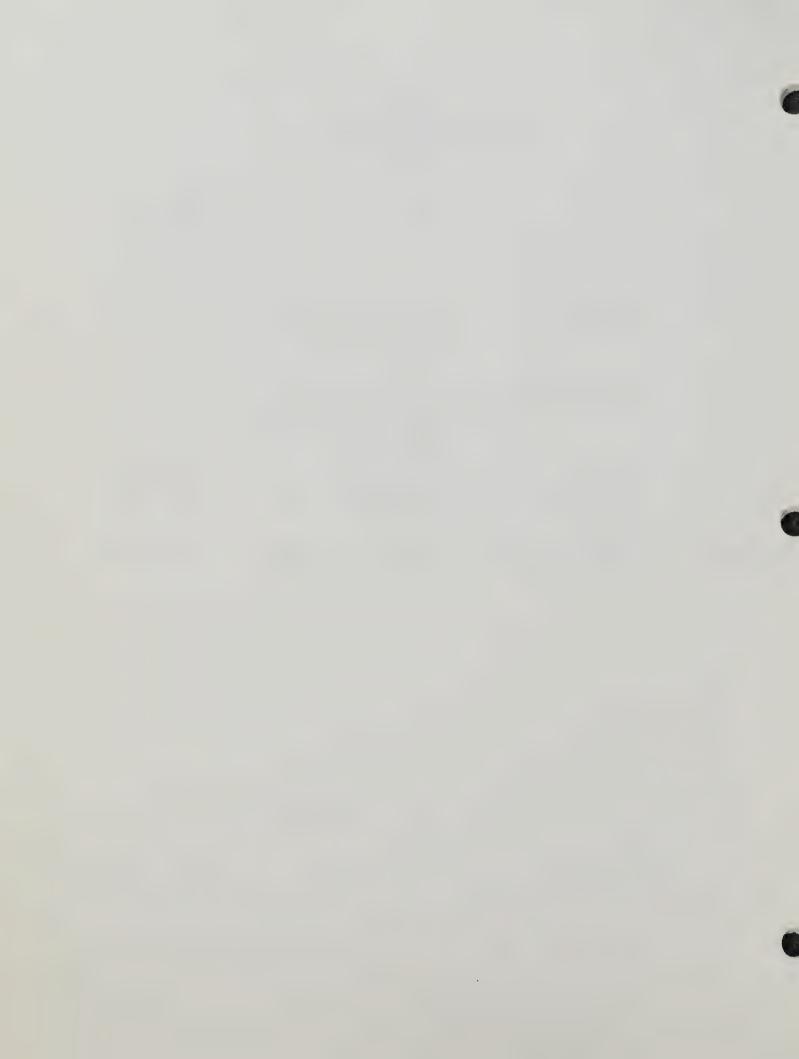


REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1995 March	J. G. Pavelka, C.A.O.	Red Hill Valley Remediation Project	1995 March
1995 March 9	Ontario Good Roads Association	"A Guide for the Development of Policy for Roadway Service Standards for Municipal Roads in Ontario"	1995 March 24
1995 March 21	Chief George Baker Hamilton Fire Department	Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing) 15 Biggar Avenue	1995 March 21
1995 March 20	D. Lobo, Director of Public Works	Lawn Rehabilitation Program/ Lawn Stumping	1995 March 27
1995 March 22	Murray Main, Director of Traffic Services	Greyhound Lines of Canada Wheelchair Accessible Coaches	1995 March 22

Kevin C. Christenson, Secretary 1995 April 3



3(2)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 March 22

File No: 010394

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. Doug Lobo

Director of Public Works

SUBJECT:

Arosan Enterprises Ltd. on behalf of Macassa Lodge,

701 Upper Sherman, Hamilton, Ont. - Application for exemption

from City of Hamilton Noise By-Law 79-292

RECOMMENDATION:

That the request submitted by Arosan Enterprises Ltd., on behalf of Macassa Lodge, 701 Upper Sherman, for an exemption from Noise By-Law 79-292, be denied.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Should the Committee approve the request for exemption from the Noise By-Law, the City of Hamilton, Chief Noise Control Officer would be required to conduct investigations at Macassa Lodge, 701 Upper Sherman, on Sundays and Holidays to ensure compliance with the Noise Exemption. This would then result in overtime costs.

City Council, pursuant to section 6.(1) of the City Noise Control By-Law 79-292, may, upon application by any person,

- 6.(1) a) exempt the applicant; or
 - b) exempt the applicant for any exemption of lesser effect; or
 - c) exempt the application on such terms and conditions as it may determine; or
 - d) refuse to grant any exemption, from any provision of this by-law with respect to any source of sound or vibration.

BACKGROUND:

On March 10, 1995, Mr. Cyrus Napeloni, Arosan Enterprises Ltd., on behalf of Macassa, submitted the attached application for exemption from the City of Hamilton Noise Control By-Law 79-292. Included in the application was the following information:

- i) that approval for a noise exemption be granted between the dates of March 9, 1995 to April 11, 1995 (extendable to January 1996).
- ii) the demolition of the 3-storey Macassa Lodge complex (Wing A) for 7 days of the week. They now operate 6 days a week, Monday to Saturday, between the hours of 7:00 a.m. and 6:00 p.m.
- iii) the equipment required for Sunday and Holiday demolition, on site, will be jackhammers, a crane, an excavator, and a small excavator to separate the rebar from the concrete. Also trucks to remove the debris.

For the Committee's information, in the past, noise complaints have been registered with the City of Hamilton, Noise Control Office, by area residents. The specific noise complaints were regarding renovation activities at Macassa Lodge site on Sunday, March 5, 1995.

The City of Hamilton, Noise Control Office foresees numerous complaints being registered if the application for exemption from the City of Hamilton, Noise By-Law is approved. Therefore, the Public Works Department's recommendation is that the request be denied.

FW:jh

Attch.

FORM 1

(SECTION 8)

TO BY-LAW NO. 79-292

APPLICATION FOR EXEMPTION

1. Applicant: AROSAN ENTERPRISES LTD.
(Name)
3390 MIDLAND AVE. SCARBOROUGH, ONT. MIV 4V7 Tele. No. (416) 299-5040 (Address)
2. Location of work or source: 701 UPPER SHERMAN.
MACASSA LODGE , HAMILTON ,
3. Period of Exemption required: URGENTLY FOR W WEEKS DENOLUTED EXTENDED LE TO JANUARY 1416
4. Description of work or source: NURSING HOMES FOR THE REGIONAL
MUNICIPALITY OF HAMILTON! TRANSPORTATION / ENVIRONMENTAL SERVICES.
5. Reasons for exemption: SHORTAGE OF TIME SCHEDULE FOR
COMPLETION OF 85% OF PROJECT COSTS (TO JANUARY 96).
6. Descriptions of actions presently being taken or continued to comply with By-law: WORKING ON DEMOLITION OF 3 STORY BUILDING
(WING A') OF MACASSA LODGE COMPLEX, 6 DAYS OF THE WEEK.
MONDAY TO SATURDAY 7.0 AM + 6.0 PM.

7. Description of actions proposed to be taken to comply with
By-law: TO WORK ON SUNDAYS AND HOLIDAYS IF THE IMPACT
ON SCHEDULE PUSHING THE SITE TO WORK TO PICK UP THE DESIGNATED
8. Provisions of By-law from which exemption sought:
SECTION 2 (1)(C) SCHEDULE 3.
9. Agent or other representative of Applicant Yes No
10. Name, address and telephone number of owner THE REGIONAL MUNICIPALITY
OF HAMILTON-WENTWORTH, TRANSPORTATION / ENVIRONMENTAL GROVE
50 MAIN STREET EAST, HAMILTON, ONT. LEN 189
RICK GUYATT)
(Date of Application) (Date of Application) (Applicant)

Insufficient space - add.

Corporate applicant - use proper legal name.

Firm or Partnership - application in name of one or more members.

Individual - use full and proper name.

FORM 2

(SECTION 11)

TO BY-LAW NO. 79- 292

NOTICE OF APPLICATION OF INTENTION TO APPLY FOR EXEMPTION

NOTICE OF APPLICATION BY AROSAN ENTERPRISES LTD.

TO THE COUNCIL OF THE CITY OF HAMILTON.

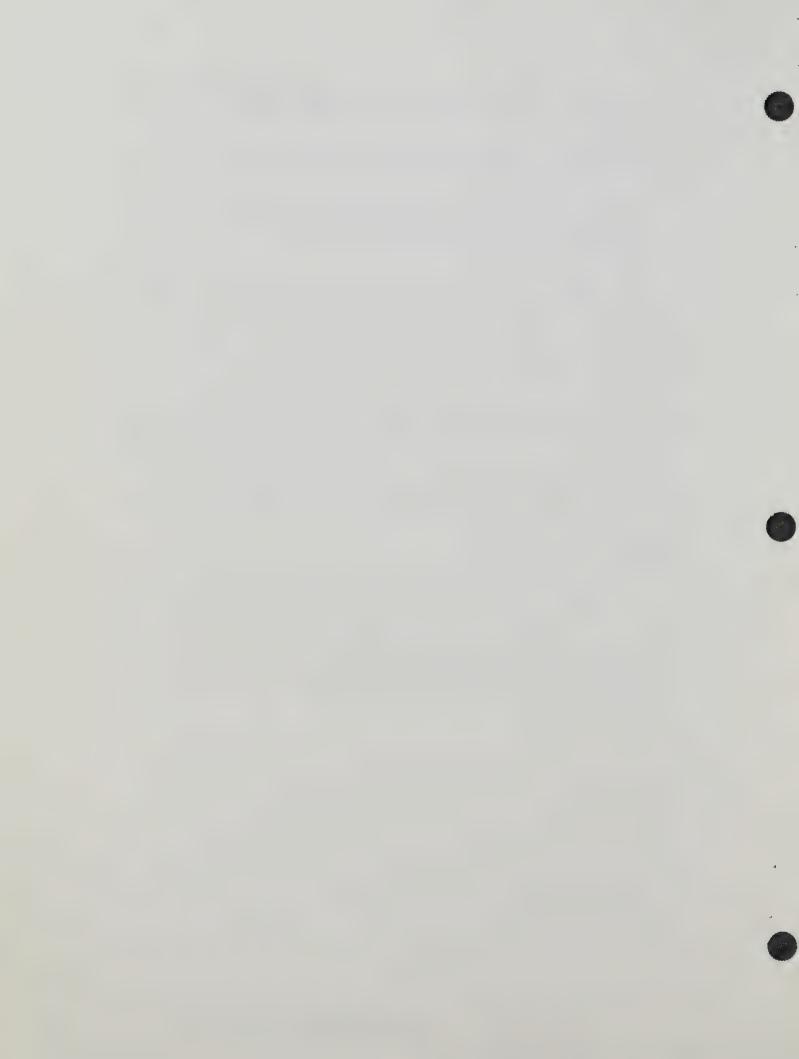
AND TAKE NOTICE that the above named applicant is presently taking or continuing to take the following actions to comply with The Noise Control By-law (describe actions) and proposes and is planning to take the following actions to comply with the by-law (describe actions).

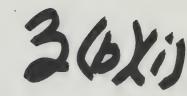
AND TAKE NOTICE that any person may object to approval of the application by sending a notice of objection to the Applicant by prepaid post at the address in this notice set out below not later than six days prior to the date on which the application is intended to be made to the council and setting out the reasons for the objections and all relevant facts.

THIS MOTICE FIRST PUBLISHED on the day of

19

(Name of Applicant)





- RECOMMENDATION -

DATE:

1995 March 13

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Susan K. Reeder, Secretary

Finance and Administration Committee

SUBJECT:

Keep Hamilton Clean Committee

RECOMMENDATION:

(a) That the responsibilities for the Keep Hamilton Clean Committee be transferred to the Transport and Environment Committee; and,

(b) That the Transport and Environment Committee give consideration to having the functions performed by the Keep Hamilton Clean Committee be assumed by the Public Works Department in a similar manner as the Beautification Committee. (ie projects such as the Spotless Debate, Pitch-In Week, etc. can be done by groups of volunteers from the community, and funds for these projects can be budgeted from within the Public Works Department budget)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

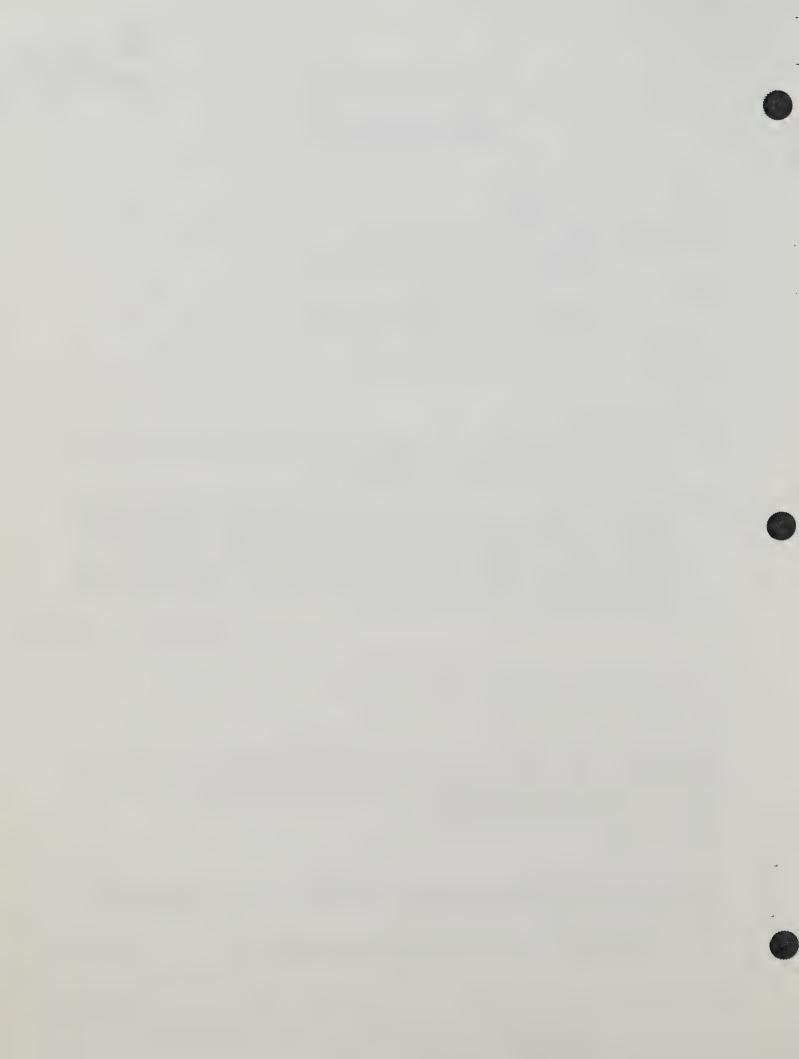
The annual budget for this Committee is \$12,300.

Resource staff in the Public Works Department is presently assigned to work with the volunteer group of the Keep Hamilton Clean Committee and could continue to carry on the projects of this group with the assistance of these volunteers on a task-oriented basis as each project is undertaken throughout the year.

BACKGROUND:

The Finance and Administration Committee at its meeting held Tuesday, 1995 March 7th, approved the above-noted recommendation.

cc D. Lobo, Director of Public Works - Attention: D. Heintz





- RECOMMENDATION -

DATE:

1995 March 9

REPORT TO: Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Director of Public Works

SUBJECT:

The Keep Hamilton Clean Committee - Future Status

RECOMMENDATION:

That the Keep Hamilton Clean Committee be recognized as Committee reporting to the 1) Department of Public Works.

That support staff services to this Committee be provided by the Public Works 2) Department on a volunteer service basis involving no staffing time costs.

That the secretarial services be provided to the Committee by a citizen member of the 3) Keep Hamilton Clean Committee.

That the Terms of Reference for the Keep Hamilton Clean Committee attached hereto as Appendix "A" be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Keep Hamilton Clean Committee's Current Budget allocation is found in the Streets and Sanitation Section of Public Works as Budget Centre #60511 (Keep Hamilton Clean Committee). This Budget, which has been \$12,300 for the last several years, should continue in that amount. It is estimated that expenditures from this budget will be: (a) Annual PITCH-IN Donation: \$2,675; PITCH-IN Week Advertising: \$5,500; supplies for Portable Professional Display Unit: \$1,000; Hot Spots Tour costs: \$500; Meeting Costs: \$500; Miscellaneous expenses: \$2,125; TOTAL = \$12,300.

The staffing level to support this sub-committee be through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this sub-committee and that the secretarial services, as provided in the past by the City Clerk's Department, be deleted as part of the staffing complement assigned to this committee.

BACKGROUND:

City Council, at its meeting held on 1993 September 28, approved the formation of a Task Force to Review the Sub-Committees. The creation of this Review arose as a result of an Internal Audit on the cost of staff resources and meeting expenses incurred by Sub-Committees.

The Keep Hamilton Clean Committee was originally formed at the instigation of former Alderman Brian Hinkley. The Committee's original Terms of Reference were approved by City Council on 1988 July 26.

The Committee has had the general duty to report and/or recommend to the appropriate Standing Committee(s) of City Council on matters with respect to littering, dumping, defacing property by means of illegal postings, graffiti, etc. and generally on Keeping Hamilton Clean and it is the Central Committee responsible for organizing and co-ordinating the "PITCH-IN Week" activities during a week in May each year.

In addition, the Committee has a Puppet Play that sends the Committee's message to students at many elementary schools each year. Other Committee activities include participation in the Santa Claus Parade and an annual Hot Spots Tour in which media focus is placed on properties which are examples of the state in which a property should <u>not</u> be maintained. The key is to increase public education and use "awareness strategies" to encourage people to be more concerned about their environment.

Points to Ponder...

- The Keep Hamilton Clean Committee received a Certificate of Achievement from the Guinness Book of Records for having 19,485 volunteers participate in a one day clean up on 1991 May 9.
- In 1994, the Committee co-ordinated the PITCH-IN activities of 95 Public Schools, 58 Separate Schools, 50 Cub, Scout, Brownie or Guide Groups, 81 Church and Community groups as well as many individual citizens in cleaning up their community. Fifty-eight (58) tons of litter in twenty-three (23) corporately-donated lugger bins were collected. That is in addition to large volumes of litter that were placed out for our Parks, Streets and Sanitation employees to collect in the normal course of their duties. This Committee is the central organizer for this function including advertising, garbage bag distribution and other functions.

- The Committee holds an annual Hot Spots Tour and with the help of media publicity, many of the spots selected to view are subsequently cleaned up by the owners.
- In 1994, the Committee's Puppet Play was presented fifteen (15) times to over 600 children ages 4 to 7.
- Each Saturday in the Comic Section of the Hamilton Spectator, the Keep Hamilton Clean Committee has a contest in which children are asked to draw pictures related to a weekly theme. Last year, over 1,500 school-aged children entered this contest.
- For the 1995 PITCH-IN Week in May, the Committee initiated a Poster Contest to provide the Committee with original art work to promote the PITCH-IN Week activities. Nearly 400 entries were received for that contest.
- Spotless, the Litter Watch Dog is the mascot of the Committee. This full sized mascot has, over the years, appeared at a Tiger Cat game, attended at schools, seniors day events, the Wiggle Waggle Walk-A-Thon and the Santa Claus Parade.
- Groups that the Committee is associated with: The Hamilton & District Debating Society for the annual Debate, Mohawk College for the Public Service Announcement Contest and the Hamilton & District Science and Engineering Fair.
- The Committee has a portable, professional Mall Display Unit that has, over the years, been located at numerous malls, banks and other locations with photos and brochures to promote keeping Hamilton clean.

The work of this Committee of volunteer citizens is very valuable. As a cost-effective tool to get more done with less, the Keep Hamilton Clean Committee is a tool that should be preserved and enhanced.

DL/CFE/DH/

Appendix "A"

- a) (i) To report and/or recommend to the Public Works Department on matters with respect to littering, dumping, defacing property by means of illegal postings, graffiti, etc. and generally on Keeping Hamilton Clean.
 - (ii) The Committee shall be comprised of twelve citizens appointed by the Transport and Environment Committee following the standard City sub-committee appointment process.
 - (iii) The terms of the Committee members shall be staggered such that four citizens are appointed annually.
 - (iv) The Committee shall be an advisory body with authority only to make recommendations to the Public Works Department; with the exceptions of specific areas or programs delegated to the Committee.
 - (v) The Committee shall annually elect from within its membership a Chairperson, Vice Chairperson and Secretary; none of whom shall serve in this capacity for longer than two City Council terms.
- (b) That the Keep Hamilton Clean Committee be the Central Committee responsible for organizing and co-ordinating the "PITCH-IN Week" activities during a week in May each year.

3(4)

- RECOMMENDATION -

DATE:

1995 March 13

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

1995 Proposed Road and Sidewalk

Capital Improvement Programme

RECOMMENDATION:

1. That the proposed 1995 Road and Sidewalk Capital Improvement Programme in the amount of \$8,525,000. be approved; and,

2. That the Commissioner of Transportation/Environmental Services be authorized to undertake these works, shown as Schedule "A" attached, on behalf of the City of Hamilton once all the necessary approvals have been received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1995 - 2004 Capital Budget has a provision of \$8,525,000. for the reconstruction/resurfacing of roads and sidewalks in 1995. The estimated subsidy from the Ministry of Transportation (MTO) is \$2,131,000. and the net cost for the City is estimated at \$6,394,000.

BACKGROUND:

The proposed programme for 1995 is divided into the following sections:

- a) Roads and Abutting Sidewalks
- b) Sidewalks on Regional Roads
- c) Sidewalks Only
- d) Miscellaneous Projects
- e) Supplementary List

The projects in the Programme have been reviewed by the Public Works, Roads, Traffic, Planning and Transportation Departments and the Utility Companies. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

All streets requiring reconstruction in the Programme have been identified in the latest Road Needs Study as "now deficient" or requiring reconstruction in the next one to five years in accordance with the criteria established by the MTO. Those roads requiring reconstruction in the one to five year range will be undertaken in conjunction with sewer/watermain work as higher priority is assigned to streets where sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities, in addition to cost savings, less disruption to the area residents and the travelling public will be realized.

The revisions that have been made to the Programme from the one that was submitted to Council as Item 46 of the 2nd Report of your Committee are as follows:

- 1) Bendamere Avenue, Carwyn Crescent, Columbia Drive, Leslie Avenue and Yates Drive added to Section "A" Roads and Abutting Sidewalks from the Enhanced Funding Projects.
- 2) Lower Horning Road and McElroy Road added to Section "E" Supplementary List from the Enhanced Funding Projects.
- 3) East 36th between Brucedale and Fennell Avenues added to Section "A" Roads and Abutting Sidewalks. This section was not included in the original submission since the investigation of the existing watermain was not completed by the Region and the extent of their work was not known at that time.
- 4) East 14th Street on the Supplementary List between Brucedale and Queensdale Avenues delayed to 1997 due to conflict with Regional sewer works.
- Projects. Retest of 1/5 of the total system to validate the data and include new subdivision streets in the data base.

Based on the above considerations, the proposed 1995 Capital Improvement Programme is as shown on attached Schedule "A".



c.c. A. Ross, City Treasurer

E. M. Gill, Senior Director, Roads Department

J. Halliday, Senior Director, Environmental Services

Schedule 'A'

CITY OF EARLITON 1995 ROAD AND SIDEWALK IMPROVEMENT PROGRAMMS

			East 36th Street	East 16th Street	• •	Bast 15th Street	Columbia Drive	Charles Street	Carwyn Crescent	Bendamere Avenue	A. Roads and Abutting Sidewalks
Munn	Queensdale Queensdale	Brucedale	Fennell	Pennell	Fennell	Brucedale	Bendamere	Bold	Purvis	Garth	Sidewalks
Crockett	Brucedale	Fennell	Nobawk	номе	Номе	Queensdale	North End	Hurst	Yates	Columbia	
regrade and surface treat road-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer and watermain works	road reconstruction-sidewalk reconstruction-both sides road reconstruction-sidewalk reconstruction-both sides	road resurface-sidewalk reconstruction & repair -both sides	road reconstruction-sidewalk reconstruction-both sides	road reconstruction-sidewalk reconstruction & repair- both sides in conjunction with Regional watermain works	road reconstruction-sidewalk reconstruction & repair both sides in conjunction with Regional watermain works '	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain works	road resurface-sidewalk reconstruction and repairs-both sides in conjunction with Regional watermain works	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional sewer and watermain works	road reconstruction-sidewalk reconstruction & repair- both sides in conjunction with Regional watermain works	road resurface-sidewalk repairs-both sides in conjunction with Regional watermain works	
109,500	94,500	96, 100	749,100	290,300	0	167,200	284,200	68,600	200,800	# # # # # # # # # # # # # # # # # # #	

Roxborough Avenue	Queensdale Avenue .	Munn Street	MacNab Street South	Leslie Avenue		King William Street	King Street . (South leg) .	Fay Avenue	East &&th Street	STREET
										FROM
Strathearne	Upper Gage	East 36th	Bold	Upper	Mary	Catharine	John	Organ	Queensdale	13
Tolton	Hast 36th	Upper Sherman	Hurst	West 23rd	Victoria	Mary	Hughson	Broker	Fennell	
road resurface-sidewalk repairs-both sides in conjunction with Regional sever works	road reconstruction - sidewalk repair & reconstruction - both sides in conjunction with Regional sewer works.	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional sever works	road reconstruction-sidewalk reconstruction-both sides	road resurface-sidewalk repairs-both sides in conjunction with Regional watermain works	with Regional watermain works road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional sewer and watermain works	road resurface-sidewalk repairs-both sides in conjunction	road reconstruction-paving stones-sidewalk repair-south side in conjunction with Regional sewer and watermain works	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional sever, and watermain works	road reconstruction-sidewalk reconstruction & repair- both sides in conjunction with Regional watermain works	CONMENTS
221,500	334,800	585,200	78,400	301,200		781,300	264,000	120,300	\$468,800	ESTIMATE

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Upper Wellington St	Parkdale Avenue North	Parkdale Avenue South	Ottawa Street North	King Street East	Gage Avenue North	Burlington Street East	Barton Street	STREET	B. Sidewalks on 1	Yates Drive	Tolton Avenue	STREET
Hohawk	Main	King	Main	James	Burlington	Sherman	Strathearne	FROM	sidewalks on Regional Roads	Purvis	Barton Melvin Britannia Roxborough	PROM
Jay	Barton	Queenston	Beach	Наху	Beach	Wilcox	Parkdale	100		South End	Melvin Britannia Roxborough Dunamure	1 20
both sides-reconstruction and repair TOTAL SECT.	both sides-reconstruction and repair	both sides-reconstruction and repair west side - reconstruction	both sides-repair	both sides-paving stone repair	both sides-reconstruction and repair	both sides-repair	both sides-reconstruction and repair	COMMENTS	•	road reconstruction-sidewalk reconstruction-both sides	road overlay-sidewalk repairs-both sides road reconstruction-sidewalk reconstruction-both sides road reconstruction only-no sidewalk work road resurface-sidewalk repairs-both sides in conjunction with Regional sever works	COMMENTS
TOTAL SECTION "B" \$935,200	301,200	96,200	P 00 00 00 00 00 00 00 00 00 00 00 00 00	3 10	3 1 1			\$173 300		\$6,679,700	131,700 110,600 64,600	ESTIMATE

sidewalks only

Merle Court	East 41st Street	Caprice Court	STREET
Rendell	Sunninghill	Montcalm	FROM
Bast end	Brucedale	West end	벙
reconstruction and repair-both sides	reconstruction and repair-both sides	reconstruction and repair-both sides	COMMENTS
TOTAL SECTION "C" \$295	216	\$ 29	

Endfield Avenue	East 14th Street	McElroy Road	Lower Horning Road	STREETS	Streets may be	E. Supplementary List		Streetlighting-various locations-modificat with road works Pavement Management System - Annual Update	Catchbasin and Drain Connections with Regional Local Improvement sewer Projects	Tree planting in conjunction with roadworks	DESCRIPTION	D. Miscellaneous Projects	Merle Court	East 41st Street	Caprice Court	0420004
Brentwood	Fennell	Upper James	Purvis	FROM	done in the orde	ist		locations-modific	onjunction with F	ction with roadwo		Projects	Rendell	Sunninghill	Montcalm	
Kingslea	Brucedale	Dodson	Carwyn	10	r listed if residu			ations and upgrad	legional Local Imp	rks			Bast end	Brucedale	West end	ľ
road reconstruction-sidewalk reconstruction and repair- both sides in conjunction with Regional sever works	road reconstruction-sidewalk reconstruction-both sides	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain works	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	COMMENTS	Streets may be done in the order listed if residual funds are available.			Streetlighting-various locations-modifications and upgrades generally in conjunction with road works Pavement Management System - Annual Update	rovement sever Projects		o		reconstruction and repair-both sides	reconstruction and repair-both sides	reconstruction and repair-both sides	
210,300	143,700	503,500	\$227,600	ESTIMATE			GRAID TOTAL \$8,525,000	441,000 38,000 TOTAL SECTION "D" \$615,000	50,000	\$ 86,000	ESTIMATE		TOTAL SECTION "C" \$295, 100	216,900	\$ 29,900	

	Organ Crescent	East 18th Street	Balmoral Avenue South	Hurst Place
	Fennell	Concession	King	MacNab
	Upper Kenilworth	Fennell	Justine road	Park
	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional watermain works	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional sewer works	reconstruction-sidewalk repairs-both sides in conjunction with Regional watermain works	road reconstruction-sidewalk reconstruction and repair-south side
95 03 10	TOTAL SECTION "E" \$2,905,500	88 U.S.	393,000	119,400



CITY OF HAMILTON - RECOMMENDATION -

3(4)

DATE:

1995 March 23

REPORT TO:

Kevin Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Construction of Independent Concrete Sidewalks on

Stone Church Road Between Upper Gage Avenue and

Upper Wentworth Street

RECOMMENDATION:

- 1. That the construction of an independent concrete sidewalk on the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of #749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property) and on the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$263,620. with a City's Share of \$43,844. and Owner's Share of \$219,776. all as provided in the 1995 portion of the 1995 2004 Capital Budget; and,
- 2. That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- 3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- 4. That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

FINANCIAL/IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995 - 2004 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is \$115. If approved, the project will reduce the balances available in the City's Share to \$606,156. and the Owner's Share to \$510,224.

BACKGROUND:

The Region will be constructing a finished roadway with curbs on Stone Church Road between Upper Gage Avenue and Upper Wentworth Street in 1995. It would be expedient to construct the sidewalks on both sides where required in conjunction with the Regional works. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/jd

c.c. J. J. Schatz, City Clerk

P. Noé Johnson, City Solicitor

Attention: S. Riley

A. Ross, City Treasurer

Attention: N. Adhya

G. W. Lawson, Commissioner of Finance

V. J. Abraham, M.C.I.P., Director of Local Planning

S. Reeder, Secretary of Finance and Administration Committee

D. Y. Onishi, Director of Design and Construction, Roads Department

R. Lane, Property Department

CITY OF HAMILTON
- RECOMMENDATION -



DATE:

1995 March 23

E205-05, M.J. Inrig

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

City of Hamilton's "Flat Rate Fee"

For The Recovery of Servicing Costs

Associated With 0.30 metre Reserves (R-95-13)

RECOMMENDATION:

a) That the City's "Flat Rate Fee" to be applied to outstanding City of Hamilton municipal servicing costs along "0.30" metre Reserves, be adjusted from the present rate of \$ 290.00 per metre of frontage and/or flankage to \$ 300.00 per metre frontage and/or flankage for 1995.

b) That the revised "Flat Rate Fee" be applied to all costs recovered in 1995 along 0.30 metre Reserves after the adoption of the proposed rate.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's "Flat Rate Fee" was established and is to be applied to the recovery of servicing costs associated with 0.30 metre reserves. The rate is calculated based on the cost of municipal services installed in subdivisions in Hamilton over the past year. An analysis of twelve (12) subdivisions constructed in Hamilton during 1994 revealed that costs for services have increased from the rate in 1994.

Cont'd...

-Page 2-1995 March 23

City of Hamilton's "Flat Rate Fee" For The Recovery of Servicing Costs Associated With 0.30 metre Reserves (R-95-13)

Cont'd...

Therefore, it is being recommended that the current "Flat Rate Fee" be increased to \$ 300.00 per metre of frontage and/or flankage to reflect current costs. This represents an increase of \$ 10.00 per metre from the current rate of \$ 290.00 per metre used during 1994.

BACKGROUND:

City Council adopted the "Flat Rate Fee" concept in October 1986. The fee was established for the recovery of costs associated with municipal services installed adjacent to 0.30 metre reserves. These services have primarily been constructed by Land Developers (Subdividers) and the costs paid for by the City. Some services were completed and paid under City Road contracts for works on various streets.

The "Flat Rate Fee" is intended to reflect the average costs for City of Hamilton municipal services installed on streets adjacent to "reserves" owned by the City. When land owners abutting the reserve develop, the Flat Rate Fee is applied to the appropriate frontage and/or flankage and monies are recovered by the City for the services prior to removal of the reserve and approval of the development.

The "Flat Rate Fee" is calculated using the actual construction costs for catch basins and connections, sidewalks and curbs, finished roadways, streetlighting and other miscellaneous servicing items required in the normal construction of City roadways. Excluded from the "Flat Rate Fee" are costs paid by the City for the portion of a road which is wider and deeper than a standard local roadway. The City considers this portion of a road to be "oversized" and under current policy does not recover the cost for extra width and depth from adjacent land owners.

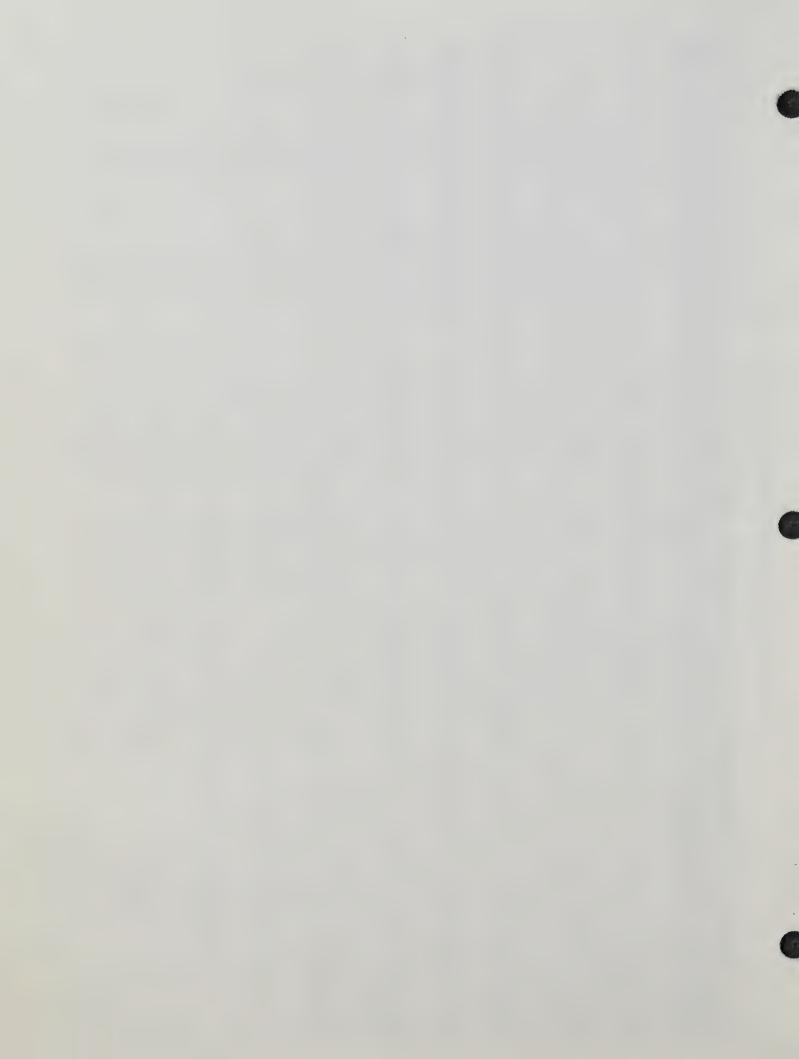
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cc: S. Reeder, Finance and Administration Committee cc: A. Ross, City Treasury Department, Att: N. Adhya

Calculation of Average Cost/Metre of City Services -- 1995

In Metres	& Connections (\$\(\frac{A}{A} \)) Frontage	Sidewalks (\$/m) Frontage	Subdrain & Carbs Frontage	Finished Roads (\$/m) Frontage	Inler Chambers (\$/m) Frontage	Desd-End Barricades (\$/m) Frontage	Street Lights (\$/m) Frontage	Signs (\$/m) Frontage	Total Cost (\$/m) Frontage
\$23	\$23.40	\$51.57	\$46.01	\$150.75	niu	\$1.23	\$16.74	\$0.13	\$289.83
\$34.57	2	\$59.98	\$37.76	\$162.44	\$15.36	\$5.90	\$18.10	\$0.20	\$334.31
\$15.59	69	\$38.89	\$45.56	\$142.22	iu	\$6.15	\$9.23	liu	\$257.64
\$34.80	0	\$59.06	\$38.10	\$126.60	70	\$2.44	\$16.63	\$0.14	\$277.77
\$20.94	4	\$41.83	\$35.58	\$148.06	liu	\$1.37	\$10.57	\$0.09	\$258.44
\$20.37		86098	\$50.58	\$128.03	\$1.15	\$3.47	\$16.17	\$0.22	\$280.97
\$35.07		\$51.11	\$49.97	\$163.67	\$23.80	\$1.20	\$16.40	\$0.14	\$341.36
\$19.90		\$73.91	\$45.10	\$163.61	75	\$1.27	\$12.58	\$0.40	\$316.77
\$35.39		\$55.31	\$40.96	\$138.11	\$4.66	\$3.31	\$16.34	\$0.17	\$294.25
\$46.43		\$61.79	\$42.53	\$140,29	\$32.78	\$1.11	\$15.12	\$0.46	\$340.51
\$13.56		\$66.96	\$39.47	\$142.19	nil	\$2.53	\$17.02	\$0.43	\$282.16
\$22.34		STI.TT	\$53.62	\$154.19	\$6.83	\$1.12	\$13.32	Ŧ	\$323,19
\$26.86		\$57.76	\$43.77	\$146.68	\$7.05	\$2.59	\$14.85	\$0.20	\$299.77
\$26.24		658 04	643.60	6146 99	25.07	\$2.38	\$15.09	\$0.18	28 6628

* Use an average cost for flate rate fee of \$300 per metre of property frontage.





Munay F: Main

- RECOMMENDATION -

DATE:

1995 March 23

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Intersection of Afton Avenue and Lorne Avenue -

Intersection Control. [TEC-105-95]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Afton Avenue and Lorne Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000. annually.

BACKGROUND:

Alderman Bernie Morelli has advised of a request that four-way stop control be implemented at the intersection of Afton and Lorne.

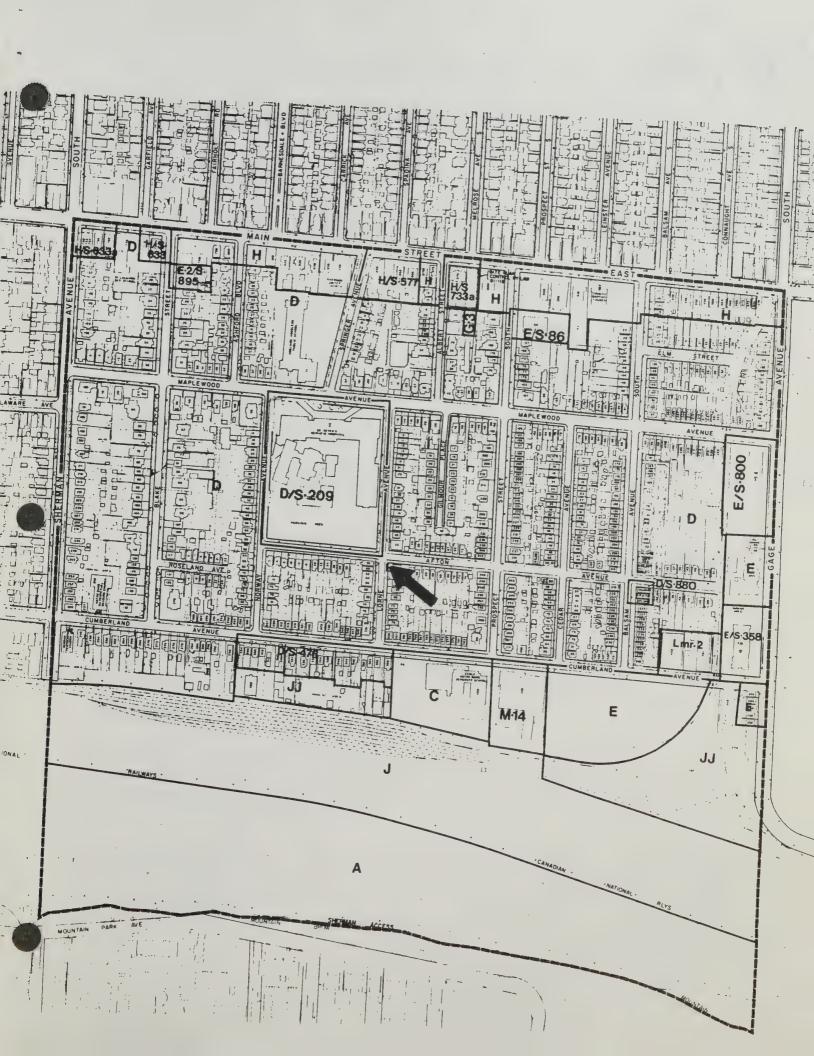
The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Afton is required to stop for northbound and southbound traffic on Lorne. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a very good collision record for this type of intersection.

The Traffic Department has assessed this request and has its usual concerns respecting unwarranted all-direction stop control, including the fact that there is no collision problem

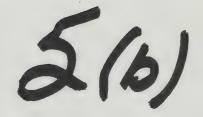
at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stop signs create disrespect by the motorists to the extent that compliance with stop signs is deteriorating every year.

Presently, traffic on Lorne must stop one intersection immediately north and one intersection south of this intersection. The Traffic Department would consider an additional stop on this short section of street to be over-restrictive and unnecessary. For the abovementioned reasons, the Traffic Department does not support the request for all-way stop control at this intersection.

CVB/MH/ca







Munay H. Main

- RECOMMENDATION -

DATE:

1995 March 20

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Intersection of Adler Avenue and Independence Drive -

Intersection Control. [TEC-95-95]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Adler Avenue and Independence Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000 annually.

BACKGROUND:

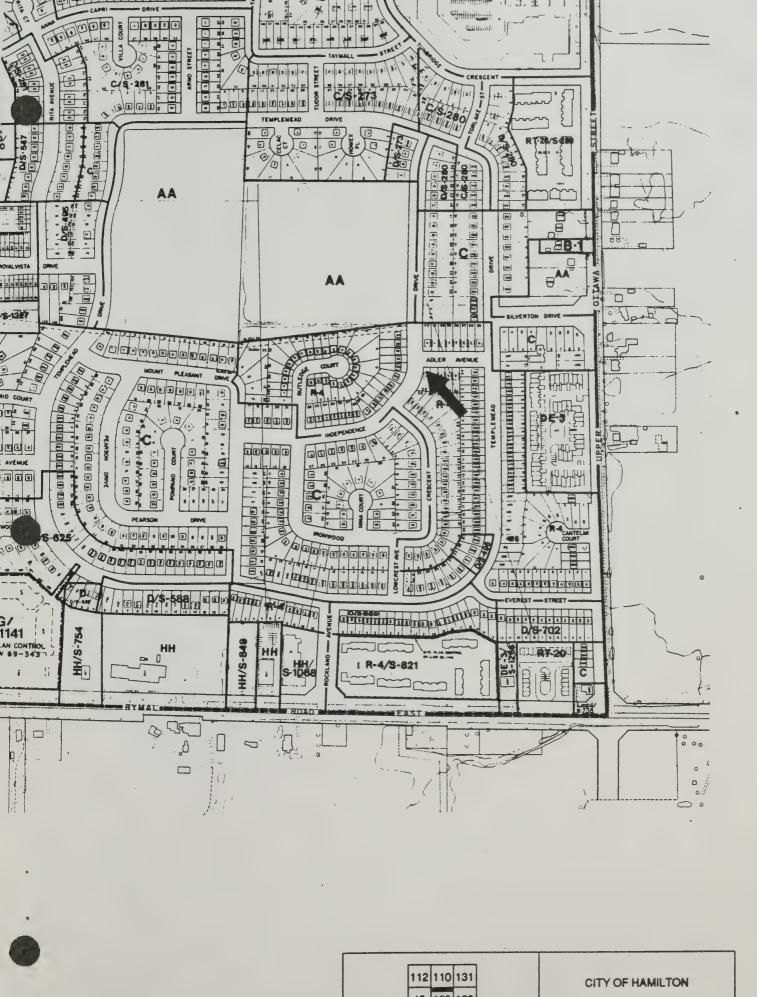
Alderman Tom Jackson and Alderman Bob Charters have forwarded a petition signed by 28 area residents requesting that three-way stop control be implemented at the intersection of Adler Avenue and Independence Drive. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Adler is required to stop for northbound and southbound traffic on Independence. Traffic Department records indicate that there have been no reported collisions at this intersection since its construction.

After reviewing the conditions at the intersection, the Traffic Department has concluded that the visibility of stop signs on Independence at Adler would be restricted because of a curve in the roadway immediately south of Adler which would likely lead to a higher than normal degree of stop sign violations. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist for whatever reason, fails to stop for the stop sign.

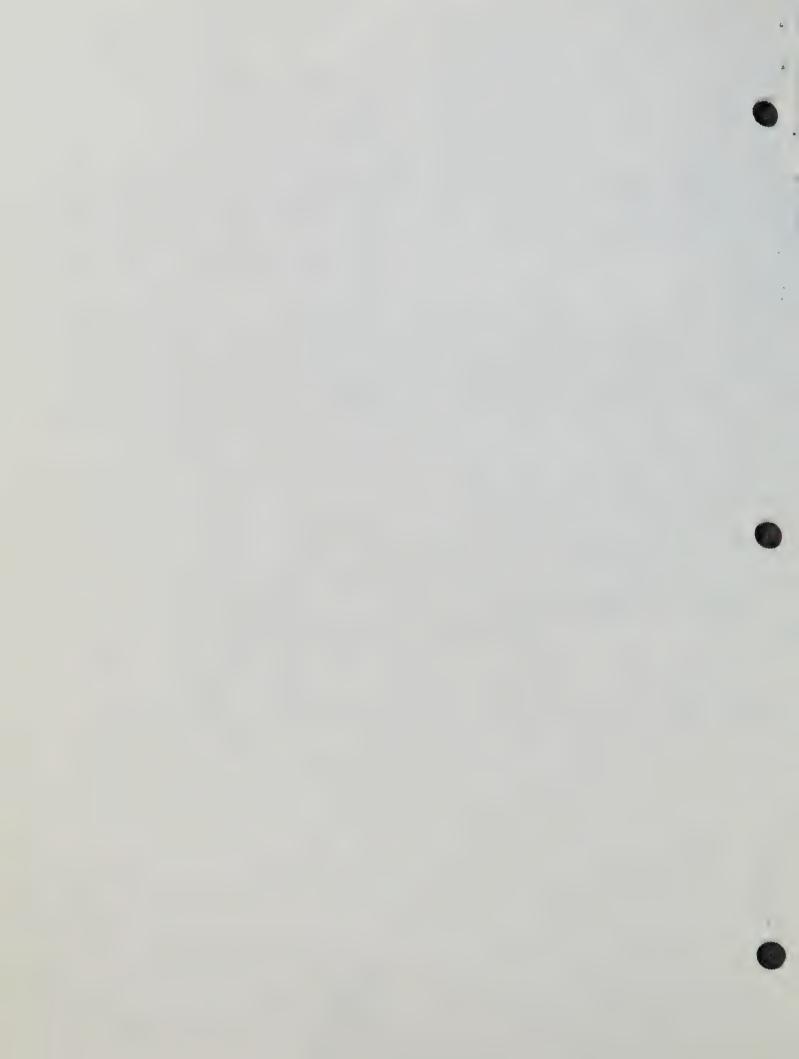
Staff has assessed this request and has it usual concerns respecting the use of all-way stop control, including the fact there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the compliance with stop signs is deteriorating every year. For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Adler and Independence.

CVB/MH/ca



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TEMPLEMEAD ZONING





NOTICE OF MEETING

URBAN MUNICIPAL

TRANSPORT AND ENVIRONMENT COMMITTEE APR 28 1995

Monday, 1995 May 1 9:30 o'clock a.m. Room 233, City Hall

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

- 1. **DELEGATIONS:** (9:30 o'clock a.m.)
 - (a) Walkway Closure St. Andrews Drive
 - (b) Outdoor Boulevard Cafe 554 James Street North
- 2. **CONSENT AGENDA**
- 3. <u>DIRECTOR OF TRAFFIC SERVICES</u>

Intersection Control - Upper Kenilworth Avenue and Landron Avenue

- 4. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES</u>
 - (a) Encroachment Agreement 1205 Rymal Road East
 - (b) 1995 Transit Shelter Program
- 5. <u>OTHER BUSINESS</u>
- 6. ADJOURNMENT



Transport and Environment Committee

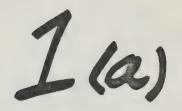
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Intersection Control Highridge Road and Swan Street	1995 February 6	Alderman D. Agostino	Tabled for Delegation
5.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
6.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary 1995 May 1st



CITY OF HAMILTON - RECOMMENDATION -



DATE:

1995 April 20

T103-03 (324) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Proposed Closure of the Walkway Located Between 300

and 304 St. Andrews Drive - Vincent Neighbourhood

(R-95-22)

RECOMMENDATION:

- a) That the appropriate By-Law to stop-up, close and retain the public walkway in the Vincent Neighbourhood between 300 and 304 St. Andrews Drive, more particularly described as Block F on Plan M27 be prepared and forwarded to City Council for enactment;
- b) That the Commissioner of Transportation/Environmental Services be directed to submit the approved By-Law to the Minister of Municipal Affairs for approval.
- c) That the Director of Property be directed to proceed with the disposition of the said lands:
- d) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act;

E. M. Gill, P. Eng.

- Page 2 -April 20, 1995

Proposed Walkway Closure St. Andrews Drive

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request to close the walkway between 300 and 304 St. Andrews Drive was submitted to the Secretary of the Planning and Development Committee May 20, 1994. The walkway was approved as part of the Vincent Neighbourhood Plan in 1967 and subsequently established as a 3.04m public walkway in July, 1969 as part of plan (M-27).

On July 18, 1994 the Planning Department held a public meeting to inform the area residents of the proposal. At the public meeting the residents determined that the walkway was not required for a link to any other activities such as schools, parks or public transit access. The walkway is clearly a link to an open space which drops off quickly and the residents contend that it is dangerous to use.

There were also complaints substantiated by Regional Police Services of vandalism and the possibility of the City's liability regarding the slope at the end of the walkway.

Since the closure proposal had the support of the neighbourhood and there was no opposition from any municipal department or utility company, the Planning and Development Committee on August 30, 1994 approved that the walkway be deleted from the approved plan.

On September 19, 1994 the Transport and Environment Committee directed this Department to proceed with the implementation of the closure of the subject walkway.

A Staff investigation by this Department has revealed that the subject walkway is concreted, and fenced on both sides to the easterly limits of the abutting properties on St. Andrews Drive. The cost for removal of the concrete and fence will be the responsibility of the purchasers of the property.

The Property Department will provide the standard "Offers to Purchase" for the walkway. Each Offer is to be signed by the adjacent owner, (who have the first right of refusal) should they decide to purchase. The Offers are conditional upon the enactment of the closing and sale by-law approved by Committee and Council.

Cont'd...

- Page 3 -April 20, 1995

Proposed Walkway Closure: St. Andrews Drive

Cont'd...

A notice of the proposed closure was placed in the local newspaper on April 4, 11, 18 and 25, 1995 as required under the Municipal Act, informing the public of the intention to close and retain the walkway.

As the closure proposal has the support of the neighbourhood and as the walkway contributes no effective purpose, this Department is on favour of the closure.

JKC:MJP

cc: Alderman D. Agostino cc: Alderman F. Eisenberger

cc: A. Zuidema, Law Department

cc: V. J. Abraham, Director of Local Planning



VINCENT NEIGHBOURHOOD

Legend

Neighbourhood Boundary
Zoning Boundary.

APPENDIX "A"



Proposed Walkway Closure



THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO STOP-UP, CLOSE AND RETAIN THE PUBLIC WALKWAY LOCATED BETWEEN 300 & 304 ST. ANDREWS DRIVE DESIGNATED AS BLOCK F, ON PLAN M-27

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the public walkway designated as Block F, on Plan M-27.

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the public walkway at St. Andrews Drive, described as;

All of Block F, Plan M-27.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

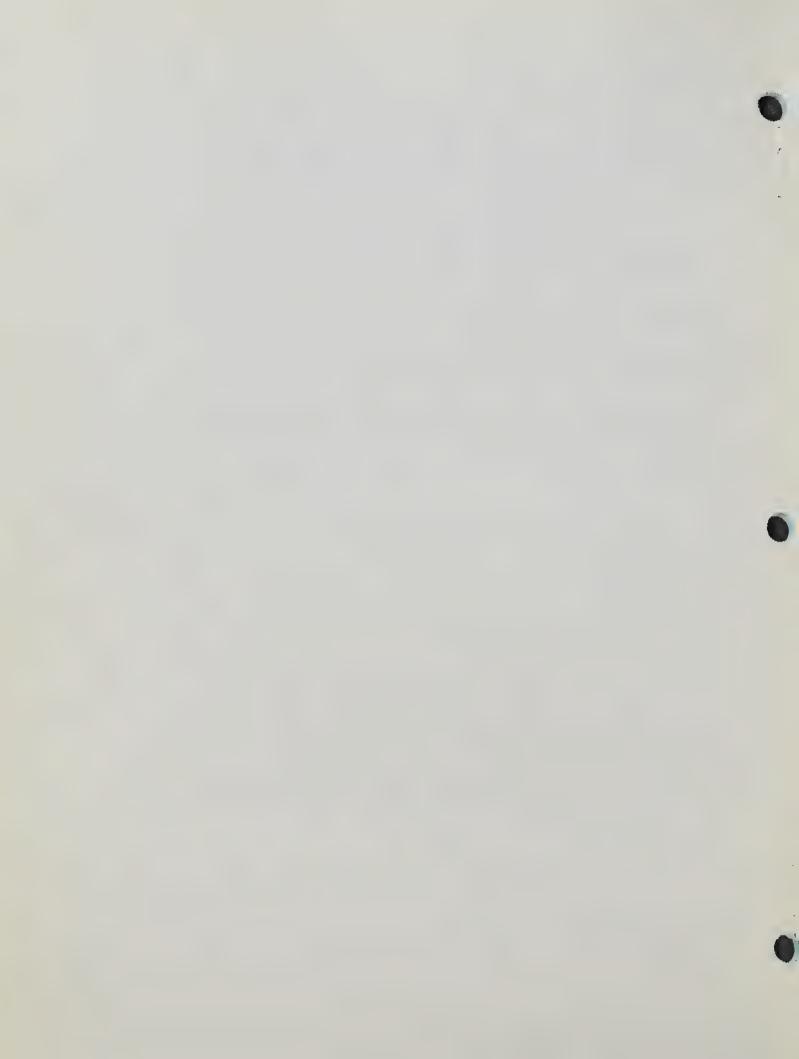
Is hereby stopped and closed.

- 2. That the soil and freehold of the said closed portion of alley, designated as Block F, on Plan M-27, be retained by The Corporation of the City of Hamilton.
- 3. That the Commissioner of Transportation and Environmental Services be authorized to submit this By-Law to the Minister of Municipal Affairs for approval.
- 4. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportion/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1995



CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 19

T103-69 (44) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Outdoor Boulevard Cafe 554 James Street North

Fisher's Pier 4 Pub N Grub

(R-94-18)

RECOMMENDATION:

- a) That the application of 1033291 Ontario Inc., owner of Fisher's Pier 4 Pub' N Grub, to establish an outdoor boulevard cafe at 554 James Street North, measuring a total of 350.46 square feet, onto the Wood Street East road allowance, be approved during the pleasure of Council, on a one year trial basis, subject to the following:
 - i) That the owner enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation/
 Environmental Services and the City Solicitor;
 - ii) That owner pay the processing and registration fee of \$958. and first annual encroachment fee of \$320 plus taxes;
 - iii) That the owner provide proof of \$2,000,000 public liability insurance, naming the City of Hamilton and the Region and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iv) That the owner occupy the licensed area of the boulevard only from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times.

Cont'd...

-Page 2-1995 April 18

Proposed Outdoor Boulevard Cafe 554 James Street North, Hamilton

Cont'd...

b) That the Mayor and the City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The owner has paid \$958. for processing and registration fees and an annual fee of \$320. has been set.

BACKGROUND:

A request has been received from 1033291 Ontario Inc. owner of 554 James Street North requesting permission to establish an outdoor boulevard cafe on the Wood Street East road allowance abutting the above mentioned establishment.

The proposal would be to utilize 600 square feet of road allowance to provide seating for 40 patrons.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the residents and businesses in the area, the affected municipal departments and the public utility companies for comments and concerns.

The results of our circularization are as follows:

Total number circularized 196

In favour 28

Opposed 26

No comment 12

No response 130

Cont'd...

-Page 3-1995 April 18

Proposed Outdoor Boulevard Cafe 554 James Street North Hamilton

Cont'd...

Those in opposition believe there to be an adequate number of cafes in the area and that additional cafes will contribute to noise problems, parking shortages, decrease land values and increase alcohol related incidents in the neighbourhood.

The Building Department and the Planning Department have indicated that the abutting lands are zoned for residential use and the applicant will require relief from the present zoning Bylaw No. 6593, of the City of Hamilton, Section(s) 10.(1) and 18.(11)(b).

The applicant applied to the Committee of Adjustment for relief from the provisions of the Zoning By-Law No. 6593, under Section 45(1) and 45(2), so as to permit the establishment of an outdoor patio use upon the Wood Street East road allowance. The Committee of Adjustment met with the applicant on March 29, 1995 and granted relief subject to the condition that the relief is temporary, on a trial basis, expiring one year from the date upon which the decision becomes final and binding.

The Regional Environmental Services Department has a valve chamber in the patio area and the owner has agreed to allow access on a twenty four hour basis.

Hamilton Hydro has a 600 volt overhead service in the patio area but indicate that there is adequate clearance and also that they will be providing a new service at their own expense.

Based on the Committee of Adjustment recommendation this Department will support the cafe on a one year trial.



cc: Main, Director of Traffic Operations

cc: A. Ross, Treasurer



CONSENT AGENDA

Transport and Environment Committee
Monday, 1995 May 1
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1995 April 3

B. DIRECTOR OF TRAFFIC SERVICES

- i. Parking Regulations
 - (a) Leslie Avenue between West 34th Street and West 35th Street
 - (b) Templemead Drive
 - (c) North side of King Street West, east of Cline Avenue North (west leg)
 - (d) No. 114 Park Row North
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
 - (e) Highridge Avenue
 - (f) No. 310 Caroline Street South
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
 - (g) Apartment Building at No. 130 Hunter Street West Application for a Time Limit Exemption Permit
 - (h) No. 34 Dunsmure Road
 Request to Rescind the By-law for a Wheelchair Loading Zone
 - (i) West side of Caroline Street South, north of Charlton Avenue West
 - (j) School Bus Loading Zone on Bonaparte Way adjacent to St. Marguerite D'Youville School

ii. Intersection Control

Intersection of Windrush Crescent and Lawfield Drive



C. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES</u>

- i. Temporary Road Closures
 - (a) Golfwood Drive Canada Day Street Parade
 - (b) Stuart Street Arts and Heritage Centre
 - (c) Scout/Guide Parade
 - (d) VE Day Celebrations Military Parade
- ii. 1995 Servicing Expenditures for Subdivisions

Ridgeview Estates Phase 3 Wisemount Estates Phase 7

D. <u>DIRECTOR OF PUBLIC WORKS</u>

- i. Construction of an Independent Concrete Sidewalk on the south side of Brampton Street between Woodward Avenue and Dunn Avenue
- ii. Construction of an Independent Concrete Sidewalk on both sides of Stone Church Road between Upper Gage Avenue and Upper Wentworth Street
- iii. Construction of an Independent Concrete Sidewalk on both sides of Upper Gage Avenue between the Freeway and Stone Church Road
- iv. 1995 Supply and Delivery of Various Trees
- v. Concrete Recycling into Granular "A"

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items



Monday, 1995 April 3 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

There were present:

Alderman H. Merling, Chairman

Alderman V. J. Agro, Vice-Chairman

Mayor R. M. Morrow Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman D. Agostino Alderman T. Jackson Alderman F. D'Amico

Also present:

Alderman B. Charters

Ms. B. Price, Hamilton Safety Council

Mr. J. G. Pavelka, Chief Administrative Officer

Mr. D. Lobo, Director of Public Works

Mr. C. Firth-Eagland, Public Works Department

Mr. R. Meiers, Public Works Department Mr. F. Westaway, Public Works Department Mr. M. Main, Director of Traffic Services

Mr. M. Hazel, Traffic Department Mr. G. Aston, Roads Department Mr. R. Guyatt, Roads Department Mr. M. Watson, Property Department Mr. M. Frankiewicz, Beach Road Ms. J. Rattrey, Beach Road

Mr. J. Mcilwee

Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) Proposed Alteration of Hunter Street Between James Street and John Street

The Committee was in receipt of a report dated 1995 March 15 from the Director of Public Works respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

"That City Council enact the by-law to authorize the alteration of Hunter Street between James and John Streets by narrowing the roadway from the existing 19.05 m to a width varying from 7.5 m to 14.5 m."

(b) Intersection Control Intersection of Beach Road and Rowanwood Street

The Committee was in receipt of correspondence from Ms. J. Rattrey respecting the subject matter.

Ms. Rattrey appeared before the Committee and spoke in favour of retaining the stop sign at the intersection of Beach Road and Rowanwood Street. She submitted a petition in excess of 150 names to the Committee also in favour of keeping the stop sign at this location. Mr. M. Frankiewicz appeared before the Committee and spoke against retaining the stop sign at this location indicating that the noise and pollution created a personal health concern.

Ms. Rattrey informed the Committee that a child had been hit at the intersection a year and a half ago and that numerous accidents had occurred at this intersection prior to the stop sign being installed.

- 2 -

(c) Proposed Closure of East/West and North/South Alley between East 19th Street and Upper Wentworth Street

The Committee was in receipt of a report dated 1995 March 19 from the Senior Director, Roads Department respecting the subject matter.

Mr. J. Mcilwee of 73 East 19th Street appeared before the Committee along with numerous other neighbourhood residents in favour of the closure due to noise, vandalism and the lack of privacy in their backyards.

Following discussion, the Committee approved the following recommendation:

- (a) That the East/West Alley south side of 73 East 19th Street from East 19th Street to Upper Wentworth Street and the North/South Alley northerly to the north limit of 57 East 19th Street be stopped up and closed, subject to the following conditions:
 - (i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unassumed east/west alley south side of 73 East 19th from East 19th Street to Upper Wentworth Street and the North/South alley northerly to the north limit of 57 East 19th Street; and,
 - (ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alleys to be closed; and,
 - (iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court; and,
 - (iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,
 - (v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipalities Act R.S.O. 1990; and,
 - (vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners; and,
- (b) Provided the Judge's Order to close the highway is granted:
 - (i) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyways to the abutting owners; and,
 - (ii) That the City Clerk be directed to publish a notice pursuant to Section 30l of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,
 - (iii) That an easement or other satisfactory arrangements be granted to Bell Canada for their existing plant within the closure area.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1995 March 6 were adopted as circulated to the Committee.

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

(a) Lynbrook Drive Adjacent to Westwood Public School

The Committee was in receipt of a report dated 1995 January 30 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 190 feet west of the west curb line of Rolston Drive and extending 25 feet westerly; and,
- (b) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 215 feet west of the west curb line of Rolston Drive and extending 206 feet westerly; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(b) No. 30 Francis Street

The Committee was in receipt of a report dated 1995 February 14 from the Director of Traffic Services respecting the subject matter.

- (a) That a "Permit Parking" regulation be implemented on the south side of Francis Street commencing at a point 165 feet west of Douglas Street and extending to a point 18 feet westerly therefrom; and,
- (b) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 156 feet east of Emerald Street North and extending to a point 19 feet easterly therefrom; and,
- (c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Mike Laufman, No. 30 Francis Street; and,
- (d) That the City Traffic By-law 89-72 be amended accordingly.

(c) No. 132 West 3rd Street

The Committee was in receipt of a report dated 1995 February 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of West 3rd Street which commences at Richwill Road and extends to the southerly end of the street be shortened such that the regulation commences 116 feet south of Richwill Road and extends to the southerly end of the street and that the City Traffic By-law 89-72 be amended accordingly.

(d) No. 28 Case Street

The Committee was in receipt of a report dated 1995 March 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the south side of Case Street commencing at a point 69 feet west of Ruth Street and extending to a point 24 feet westerly therefrom and on the north side of Case Street commencing at a point 170 feet west of Ruth Street and extending to a point 23 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Dorothy Thomas, No. 28 Case Street.

(e) No. 187 Park Street South

The Committee was in receipt of a report dated 1995 March 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue upon request, one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 187 Park Street South.

*Note: Alderman G. Copps recorded opposed.

(f) East Side of Rutledge Court, north of Independence Drive

The Committee was in receipt of a report dated 1995 March 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Rutledge Court commencing at a point 128 feet north of Independence Drive and extending to a point 156 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(g) South Side of Brucedale Avenue East

The Committee was in receipt of a report dated 1995 March 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Brucedale Avenue East commencing at a point 77 feet west of East 5th Street and extending to a point 118 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(h) Intersection of Ray Street North and Napier Street

The Committee was in receipt of a report dated 1995 March 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing 83 foot "No Stopping" regulation on the west side of Ray Street North, immediately north of Napier Street, be shortened such that the regulation commences at Napier Street and extends to a point 46 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(i) No. 260 Herkimer Street

The Committee was in receipt of a report dated 1995 March 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the north side of Herkimer Street commencing at a point 206 feet east of Locke Street South and extending to a point 54 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(j) St. Steven Street

The Committee was in receipt of a report dated 1995 March 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of St. Steven Street between Marcella Crescent and Greenhill Avenue and that the City Traffic By-law 89-72 be amended accordingly.

(k) Ray Street South between George Street and Main Street West

The Committee was in receipt of a report dated 1995 March 16 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Ray Street South commencing at a point 68 feet north of Main Street West and extending to George Street be replaced with a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

(l) Napier Street between Ray Street North and Queen Street North

The Committee was in receipt of a report dated 1995 March 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Napier Street commencing at Queen Street North and extending to a point 149 feet east of Ray Street North and that the City Traffic By-law 89-72 be amended accordingly.

(m) James Street North between Strachan and Burlington Streets

The Committee was in receipt of a report dated 1995 March 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on James Street North between Strachan and Burlington Streets be replaced with a "No Parking, 1:00 p.m. to 4:00 p.m., second Tuesday of each month, April to November" regulation on the west side and a "No Parking, 1:00 p.m. to 4:00 p.m., second Thursday of each month, April to November" regulation on the east side and that the City Traffic By-law 89-72 be amended accordingly.

(n) Picton Street between James and Hughson Streets

The Committee was in receipt of a report dated 1995 March 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Parking, 1:00 p.m. to 4:00 p.m., second Tuesday of each month, April to November" regulation be implemented on the south side of Picton Street between James and Hughson Streets; and,
- (b) That a "No Parking, 1:00 p.m. to 4:00 p.m., second Thursday of each month, April to November" regulation be implemented on the north side of Picton Street between James and Hughson Streets; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(o) Winston Place, north of Royal Avenue

The Committee was in receipt of a report dated 1995 March 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Winston Place commencing at Royal Avenue and extending to a point 111 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(p) Cannon Street West (north leg) between Hess Street North and Caroline Street North

The Committee was in receipt of a report dated 1995 March 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Cannon Street West (north leg) between Hess Street North and Caroline Street North and that the City Traffic By-law 89-72 be amended accordingly.

(q) Beach Road between Norton Avenue and Gage Avenue North

The Committee was in receipt of a report dated 1995 March 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Beach Road between Norton Avenue and Gage Avenue North be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(r) No. 149 Gibson Avenue

The Committee was in receipt of a report dated 1995 March 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Gibson Avenue which commences at a point 354 feet south of Barton Street East and extends to a point 19 feet southerly therefrom and on the west side of Gibson Avenue which commences at a point 360 feet south of Barton Street East and extends to a point 19 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(s) No. 122 Royal Avenue

The Committee was in receipt of a report dated 1995 March 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the north side of Royal Avenue commencing at a point 61 feet west of Leland Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

ii. **Intersection Control**

Southam Neighbourhood

The Committee was in receipt of a report dated 1995 February 21 from the Director of Traffic Services respecting the subject matter.

- 8 -

The Committee approved the following recommendation:

That westbound traffic on Brucedale Avenue West, Queensdale Avenue West and Genesee Street be required to stop for northbound and southbound traffic on West 2nd Street and that the City Traffic By-law 89-72 be amended accordingly.

Bus Stop Removals iii.

Upper Gage Bus Route

The Committee was in receipt of a report dated 1995 February 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed:

Route No. 23 Upper Gage

Delete - Northbound -	Eva Street, east side, 21 feet south of Eaglewood
	Drive (N/S); and,
Delete - Northbound -	Eleanor Avenue, east side, 768 feet north of
	Eaglewood Drive (M/B); and,
Delete - Northbound -	Eleanor Avenue, east side, 123 feet north of the
	centre line of Dulgaren Street (F/S); and,
Delete - Northbound -	Eleanor Avenue, east side, 25 feet south of the
	centre line of Stone Church Road Fast (N/S)

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **Street Incorporation**

The Committee was in receipt of a report dated 1995 March 23 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the following City lands be incorporated into the streets in order to (a) complete the final street widths or to provide access to newly registered subdivision developments:

Artistic Boulevard	Part 8	Plan 62R-13077
Embassy Drive	Part 10	Plan 62R-13077
Dicenzo Drive	Part 7	Plan 62R-11790; and,

- That the by-laws to carry out the incorporation of the said land into the (b) foregoing streets be enacted by City Council; and,
- That the Commissioner of Transportation/Environmental Services be (c) authorized and directed to register the by-laws.

ii. Encroachment Agreements

The Committee was in receipt of a report dated 1995 March 24 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A", appended hereto, be approved, provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- (c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

iii. Encroachment Agreements

The Committee was in receipt of a report dated 1995 March 27 from the Senior Director, Roads Department respecting the subject matter.

- (a) That the application of Canadian Liquid Air Ltd. to erect and retain the encroachment of a 300mm oxygen pipeline under and across Wilcox Street, be approved, provided:
 - (i) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
 - (ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
 - (iii) That the owner pay a first year fee of \$252. and the applicant provide \$10 million public liability insurance naming the City and Region as additional insureds with a provision for cross liability; and,
 - (iv) That Canadian Liquid Air Ltd. be a member of the Call-Bud locate agency; and,
- (b) That the application of W. Heck to maintain the encroachment of swinging doors over the road allowance and concrete planters on the road allowance of Westinghouse Avenue, be approved, provided:
 - (i) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

- (ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- (iii) That the owner pay a first year fee of \$252. and an annual fee of \$20.

D. DIRECTOR OF PROPERTY

The Committee was in receipt of a report dated 1995 March 28 from the Director of Property respecting the subject matter.

- (a) That an Offer to Purchase, executed by 900074 Ontario Inc. (T.E. Yates, President), on 1995 March 16 and scheduled to close on or before 1995 October 31, for the lands being part of Lot 14, Concession 8, in the geographic Township of Barton, now in the City of Hamilton, more particularly described firstly as Part 1 on Plan 62R-12942, containing an area of 0.166 hectares (0.410 acres) more or less, and secondly as Part 4 on Plan 62R-12942, containing an area of 0.556 hectares (0.137 acres) more or less, municipally known as part of 1477 Upper James Street, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 January 31 have been fulfilled by the City, and funds derived from the sale of \$315,000. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,
- (b) That the required deposit cheque in the amount of \$31,500. be held by the City Treasurer pending City Council approval; and,
- (c) That the Purchaser acknowledges and agrees that Parts 1 and 4, Plan 62R-12942, shall not form part of any proposed land redevelopment until the earlier occurrence of the following:
 - (i) all requirements of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth have been fully satisfied including but not limited to payment to the City and/or Region, as may be, for one half of the adjacent highway construction costs for the extensions to Regina Drive and DiCenzo Drive, including curbs, pavement, sidewalks, sewers and water. It is acknowledged and agreed that such costs shall not include one half of the future land costs above noted; or,
 - (ii) the registration on title of a Subdivision Agreement encompassing the said Part 4 in accordance with the City's subdivision requirements at that time; and,
- (d) That the completion of this Offer to Purchase is subject to the following conditions being met:
 - (i) that the Purchaser, at their sole expense, apply for and obtain rezoning of Part 1, Plan 62R-12942, to allow for Neighbourhood Commercial and the rezoning of Part 4, Plan 62R-12942, to allow for residential use in accordance with the approved Neighbourhood Plan for Ryckman's. The required rezoning shall include the following:
 - 1. the passing of a by-law by the Municipality to rezone the subject property to allow the above described use; and,
 - 2. if there is an appeal, the final determination of the appeal upholding a by-law by the Municipality to rezone the subject lands to allow the above described use; and,

- (ii) if the required zoning as set out in (i) above has not been completed by the closing date set out in this Offer to Purchase, then this Offer to Purchase shall be null and void and the deposit shall be returned by the Vendor to the Purchaser without interest and the Vendor shall not be liable for any damages or costs; and,
- (iii) the Purchaser acknowledges that in approving this Offer to Purchase by the City, the City does not fetter the discretion of the City Council to decide whether to pass a by-law rezoning the subject lands pursuant to the application set out in (i) above. City Council is under a statutory duty under the Planning Act, 1983 to considerer all the factors set out in that Act, in deciding whether to pass a by-law to rezone the subject lands; and,
- (e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,
- (f) That in accordance with Real Property Sales Procedural By-law No. 95-049:
 - (i) satisfactory Notice has been given to the public of the intended sale; and,
 - (ii) an appraisal of the fair market value of the real property intended to be sold was obtained on the 3rd day of April, 1995; and,
 - (iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 March 28 from the Secretary, Transport and Environment Committee respecting the subject matter.

Date	From	Subject	Date
			Distributed
1995 March	J. G. Pavelka, C.A.O.	Red Hill Valley Remediation Project	1995 March
1995 March 9	Ontario Good Roads	"A Guide for the Development of	1995 March 24
	Association	Policy for Roadway Service Standards for Municipal Roads in Ontario"	
1995 March 21	Chief George Baker Hamilton Fire Department	Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing) 15 Biggar Avenue	1995 March 21
1995 March 20	D. Lobo, Director of Public Works	Lawn Rehabilitation Program/ Lawn Stumping	1995 March 27
1995 March 22	Murray Main, Director of	Greyhound Lines of Canada Wheelchair Accessible Coaches	1995 March 22

3. **DIRECTOR OF PUBLIC WORKS**

(a) Arosan Enterprises Ltd. on behalf of Macassa Lodge 701 Upper Sherman Avenue -Application for Exemption from City of Hamilton Noise By-law No. 79-292

The Committee was in receipt of a report dated 1995 March 22 from the Director of Public Works respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the request submitted by Arosan Enterprises Ltd., on behalf of Macassa Lodge, 701 Upper Sherman Avenue, for an exemption from Noise By-law No. 79-292, be denied.

(b) Keep Hamilton Clean Committee

Finance and Administration Committee Transfer (i) to Transport and Environment Committee

> The Committee was in receipt of a report dated 1995 March 13 from the Secretary. Finance and Administration Committee respecting the subject matter.

> Following a brief discussion, the Committee approved the following recommendation:

- (a) That the responsibilities for the Keep Hamilton Committee be transferred to the Transport and Environment Committee; and,
- That the Transport and Environment Committee give (b) consideration to having the functions performed by the Keep Hamilton Clean Committee be assumed by the Public Works Department in a similar manner as the Beautification Committee. (i.e. projects such as the Spotless Debate, Pitch-In Week, etc. can be done by groups of volunteers from the Community and funds for these projects can be budgeted from within the Public Works Department budget.)

(ii). Director of Public Works

The Committee was in receipt of a report dated 1995 March 9 from the Director of Public Works respecting the future status of the Keep Hamilton Clean Committee.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the Keep Hamilton Clean Committee be recognized as Committee reporting to the Department of Public Works; and,
- (b) That support staff services to this Committee be provided by the Public Works Department on a volunteer service basis involving no staffing time costs; and,

- (c) That the secretarial services be provided to the Committee by a citizen member of the Keep Hamilton Clean Committee; and,
- (d) That the Terms of Reference for the Keep Hamilton Clean Committee attached hereto as Appendix "B" be approved.

(c) 1995 Proposed Road and Sidewalk Capital Improvement Programme

The Committee was in receipt of a report dated 1995 March 13 from the Director of Public Works respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

- (a). That the proposed 1995 Road and Sidewalk Capital Improvement Programme in the amount of \$8,525,000. be approved; and,
- (b) That the Commissioner of Transportation/Environmental Services be authorized to undertake these works, shown as Appendix "B" attached hereto, on behalf of the City of Hamilton once all the necessary approvals have been received.
- (d) Construction of Independent Concrete Sidewalks on Stone Church Road between Upper Gage Avenue and Upper Wentworth Street

The Committee was in receipt of a report dated 1995 March 23 from the Director of Public Works respecting the subject matter.

Mr. Meiers indicated that the report required a slight amendment in that the figures in the last sentence of Section 1 should read "City's Share of \$41,428. and Owner's Share of \$222,092".

Subsequently, the Committee approved the following recommendation:

- (a) That the construction of an independent concrete sidewalk on the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of No. 749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property) and on the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$263,620. with a City's Share of \$41,528. and Owner's Share of \$222,092. all as provided in the 1995 portion of the 1995 2004 Capital Budget; and,
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

- (c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

City of Hamilton's "Flat Rate Fee" for the recovery of servicing costs associated with 0.30 metre reserves

The Committee was in receipt of a report dated 1995 March 23 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the City's "Flat Rate Fee" to be applied to outstanding City of Hamilton municipal servicing costs along "0.30" metre Reserves, be adjusted from the present rate of \$ 290. per metre of frontage and/or flankage to \$ 300. per metre frontage and/or flankage for 1995; and,
- (b) That the revised "Flat Rate Fee" be applied to all costs recovered in 1995 along 0.30 metre Reserves after the adoption of the proposed rate.

5. **DIRECTOR OF TRAFFIC SERVICES**

(a) Intersection Control Intersection of Afton Avenue and Lorne Avenue

The Committee was in receipt of a report dated 1995 March 23 from the Director of Traffic Services respecting the subject matter.

Alderman Morelli spoke to the issue and indicated that there is a need for a four-way stop control at this intersection.

Following discussion, the Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Afton Avenue and Lorne Avenue and that the City Traffic By-law 89-72 be amended accordingly.

*Note: Alderman H. Merling recorded opposed.

(b) Intersection Control Intersection of Adler Avenue and Independence Drive

The Committee was in receipt of a report dated 1995 March 20 from the Director of Traffic Services respecting the subject matter.

Alderman Jackson spoke to the issue and stated that there is a need for a three-way stop control at this intersection.

Subsequently, the Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Adler Avenue and Independence Drive and that the City Traffic By-law 89-72 be amended accordingly.

^{*}Note: Alderman H. Merling recorded opposed.

(c) Supply and Delivery of Traffic Paint 1995, Traffic Department

The Committee was in receipt of a report distributed at the meeting dated 1995 February 8 from the Director of Traffic Services respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That a purchase order be issued to Niagara Paint Inc., Hamilton, Ontario for the supply and delivery of traffic paint as and when required during 1995 by the Traffic Services Department in accordance with the specifications issued by the Manager of Purchasing Vendor's Tender and that the estimated expenditure of \$165,000. for 1995 be financed through the Pavement Marking Materials Account No. CH56153 75999, as follows:

Non-Coning Type Paint	20,000 l. White in 205 l. containers	\$1.75/1
Non-Coning Type Paint	55,000 l. Yellow in 205 l. containers	\$1.75/
Coning Type Paint	20,000 l. White in 20 l. containers	\$1.84/
Coning Type Paint	1,000 l. Yellow in 20 l. containers	\$1.84/1

6. CHAIRMAN/CHIEF ADMINISTRATIVE OFFICER

Amalgamation of Traffic Services Department and Public Works Department

The Chairman indicated to the Committee that Mr. Murray Main, Director of Traffic Services would be retiring 1995 April 29 and that this would be his last meeting. The Committee Members thanked Mr. Main for his assistance and dedication to the traffic matters in the City of Hamilton.

Subsequently, the Committee approved the following recommendation:

That the Chief Administrative Officer be directed to report back to the Transport and Environment Committee on the possible amalgamation of the Traffic Services Department and the Public Works Department.

7. ADJOURNMENT

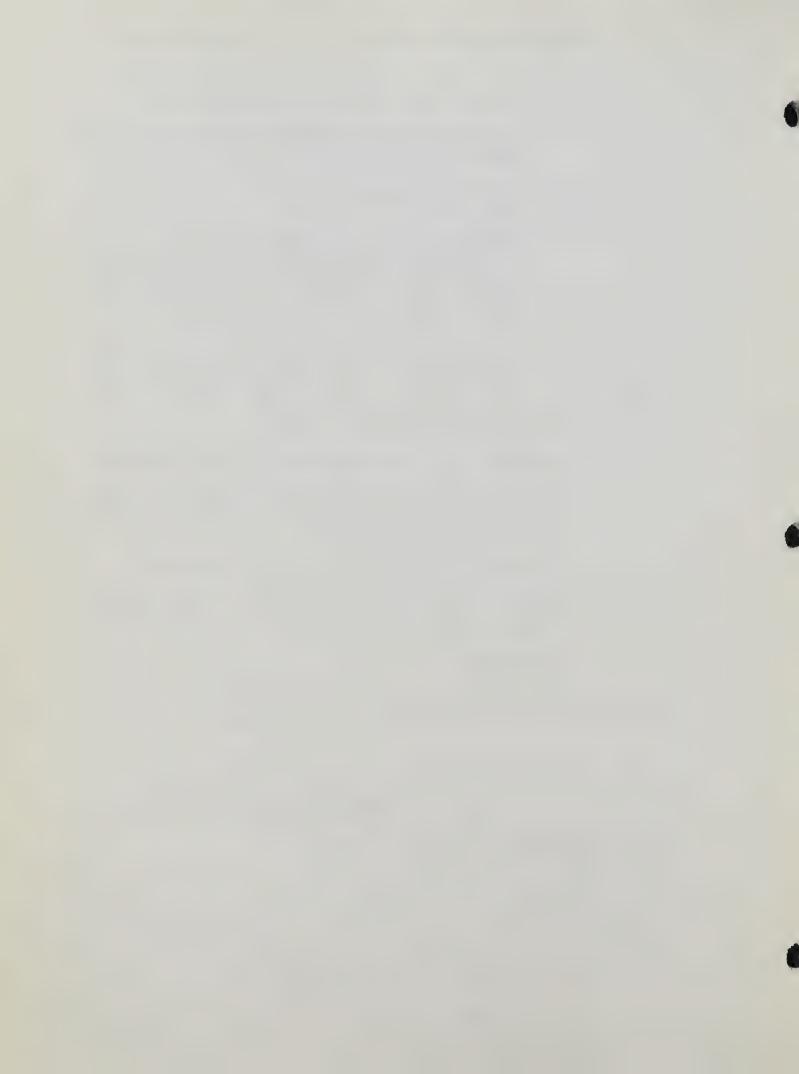
There being no further business, the meeting then adjourned.

Taken as read and approved,

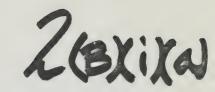
ALDERMAN HENRY MERLING, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson Secretary

1995 April 3 /mjw



CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1995 March 27

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Leslie Avenue between West 34th Street and West 35th

Street - Parking Regulations. [TEC-109-95]

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Leslie Avenue between West 34th Street and West 35th Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24. annual charge for each parking permit would off-set the cost to some degree.

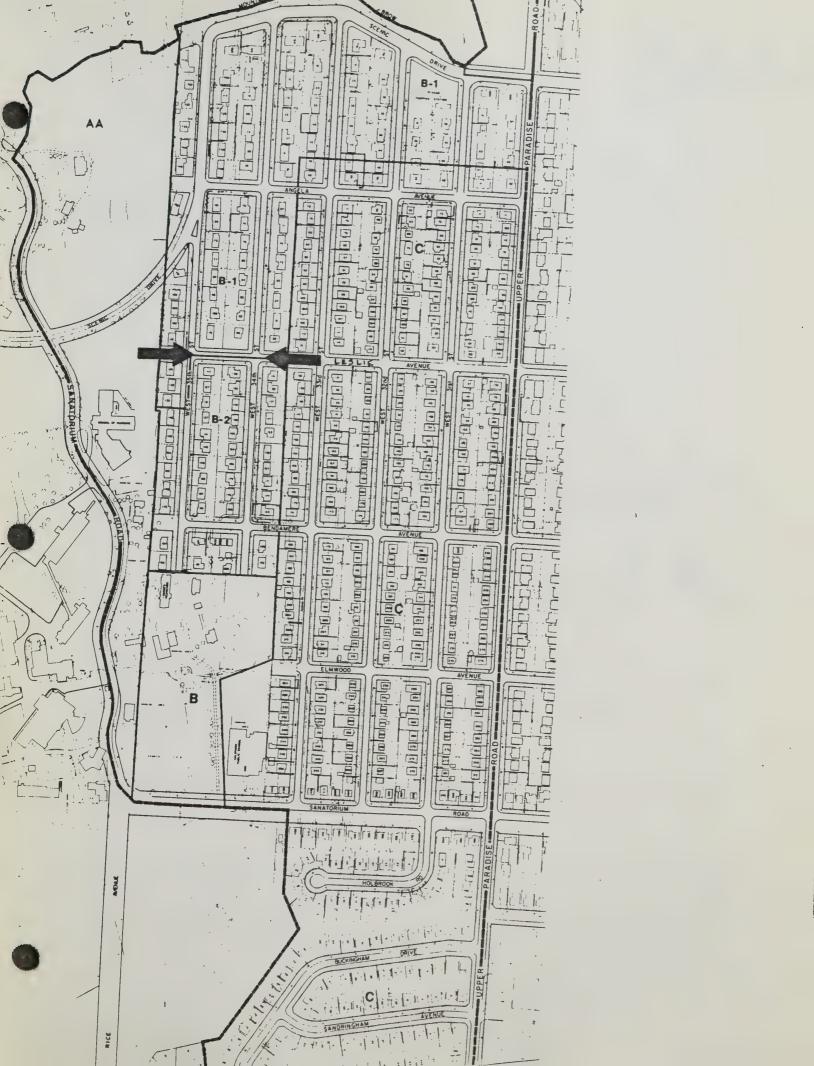
Munay &: Main

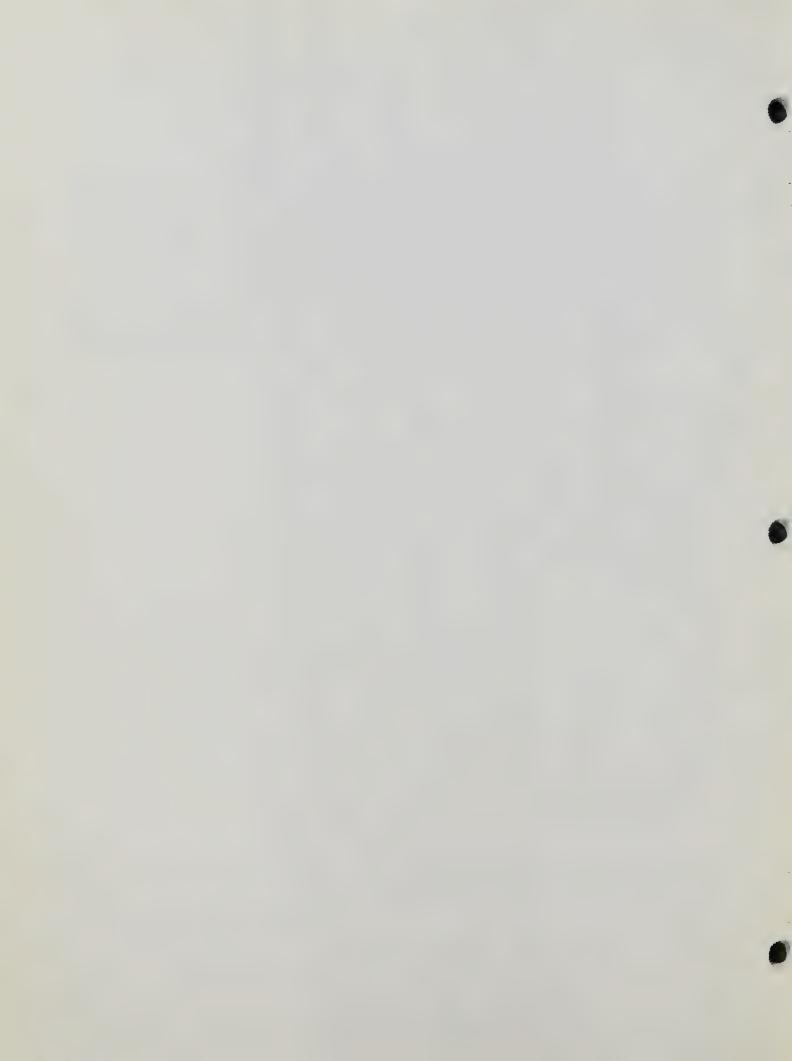
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four of the residential properties abutting Leslie Avenue between West 34th Street and West 35th Street requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the petitioners are in favour of the requested regulation.

Leslie has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concerns regarding long-term non-resident parking by students and nurses from the Chedoke-McMaster School of Nursing in the Mohawk Health Science Education Centre on the east side of Sanatorium, south of Scenic. The implementation of the requested regulation would prohibit long-term non-resident parking during weekdays and area residents of one, two and three family dwellings may be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since all of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.







L(BXiXb)

Murray J. Main

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 03

File No. [TEC-110-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Templemead Drive - Parking Regulations.

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south and west sides of Templemead Drive commencing at Independence Drive and extending to the south property line of 314 Templemead Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

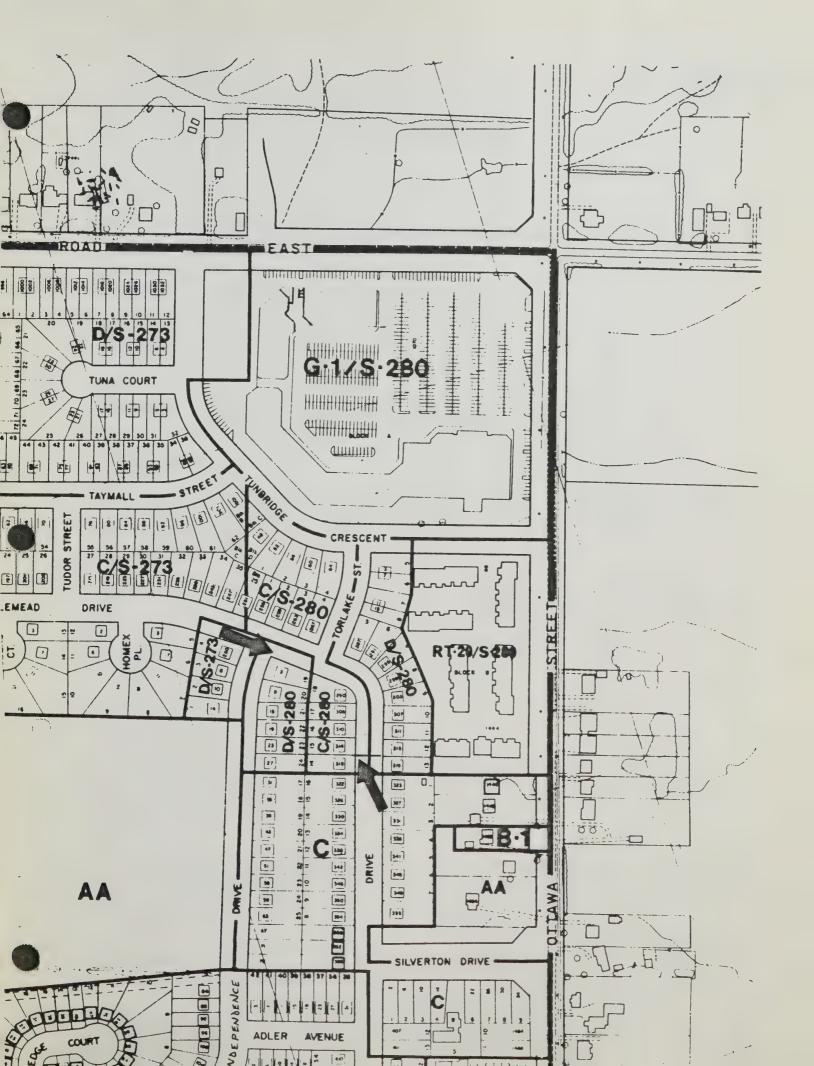
BACKGROUND:

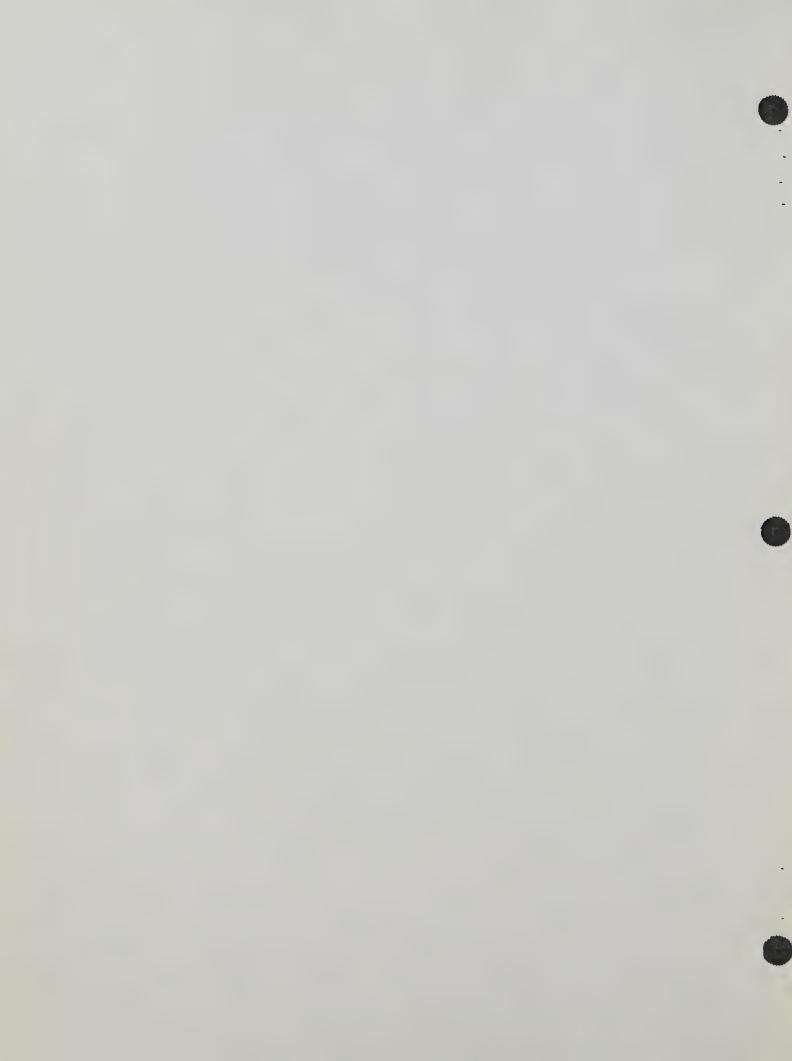
Alderman Tom Jackson has advised of concerns regarding parked vehicles on both sides of the bend in the road on Templemead, south of Torlake which apparently obstruct two-way traffic flow.

Templemead has a 28 foot pavement width and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation will improve visibility and two-way traffic flow around this bend in the roadway. The Traffic Department has contacted four of the five abutting residents and all are in favour of the requested regulation. Therefore, the Traffic Department concurs with the request.

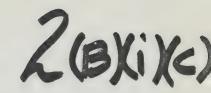
The implementation of the requested regulation will result in a loss of approximately four legal on-street parking spaces. However, since virtually all area residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/MH/ca





CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1995 April 03

File No. [TEC-111-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

North side of King Street West, east of Cline Avenue

North (west leg) - Parking Regulations.

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to allow for the existing "No Stopping" regulation on the north side of King Street West between Cline Avenue North (west leg) and a point 204 feet easterly therefrom.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

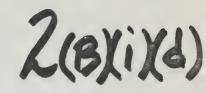
BACKGROUND:

Staff has identified a discrepancy in the City Traffic By-law and the existing regulations on King, east of Cline (west leg). There is an existing 204 foot section of a "No Stopping" regulation on the north side of King, immediately east of Cline, which is not supported by the By-law.

The subject "No Stopping" regulation is required to allow for visibility at this bend in the road. Thus, it would be appropriate to amend the City Traffic By-law 89-72 to reflect the signed parking restriction.

CVB/MH/ca





- RECOMMENDATION -

DATE:

1995 April 03

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 114 Park Row North - Request for a Reserved

"Permit Parking" space for a Disabled Resident. [TEC-

112-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Edward Wilcox, 114 Park Row North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

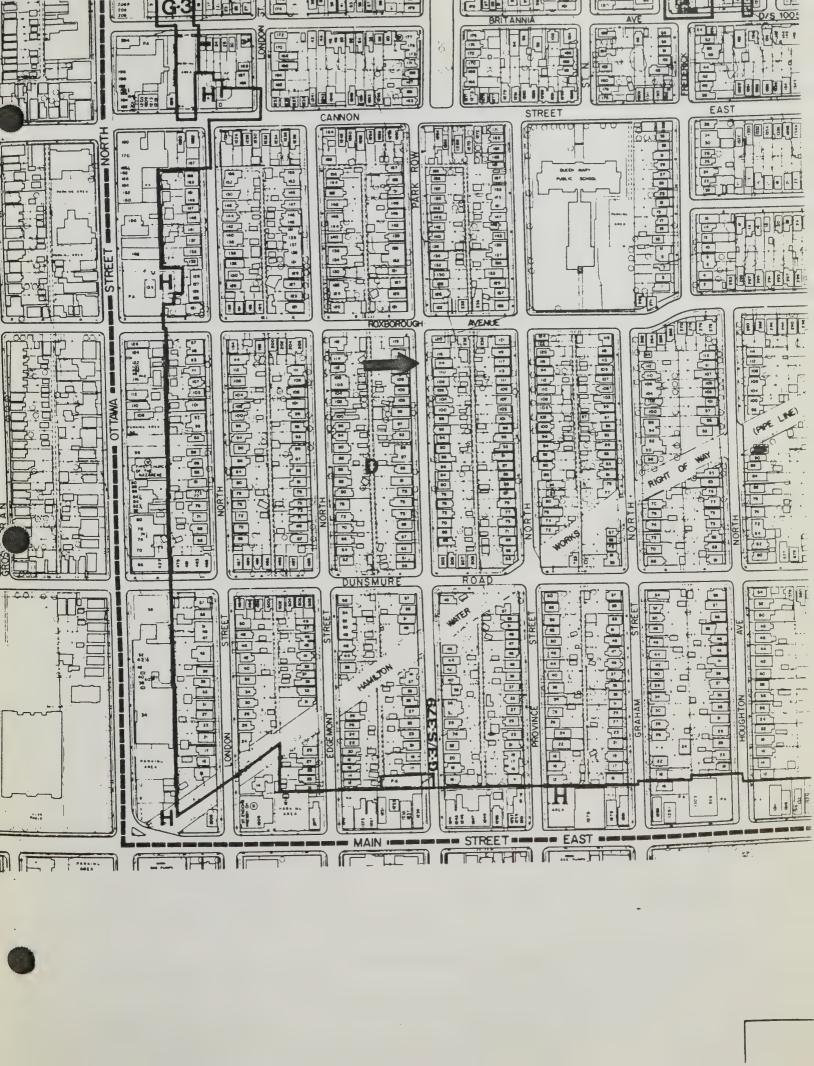
BACKGROUND:

The Traffic Department has received a request from Mr. Edward Wilcox 114 Park Row North, that a reserved "Permit Parking" regulation be implemented on the east side of the street directly in front of his home since he is disabled.

Park Row has a 24 foot pavement width, and presently, parking is prohibited on the west

side and there is unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Wilcox possesses a valid disabled permit. An investigation has revealed that there is no suitable off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.







Muragf. Main

- RECOMMENDATION -

DATE:

1995 April 03

File No. [TEC-113-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Highridge Avenue - Parking Regulations.

RECOMMENDATION:

That the existing "No Parking" regulation on the north and west sides of Highridge Avenue between the north and west property lines of No. 238 Highridge Avenue be shortened such that the regulation commences at the north property line and extends to a point 40 feet east of the west property line of 238 Highridge Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

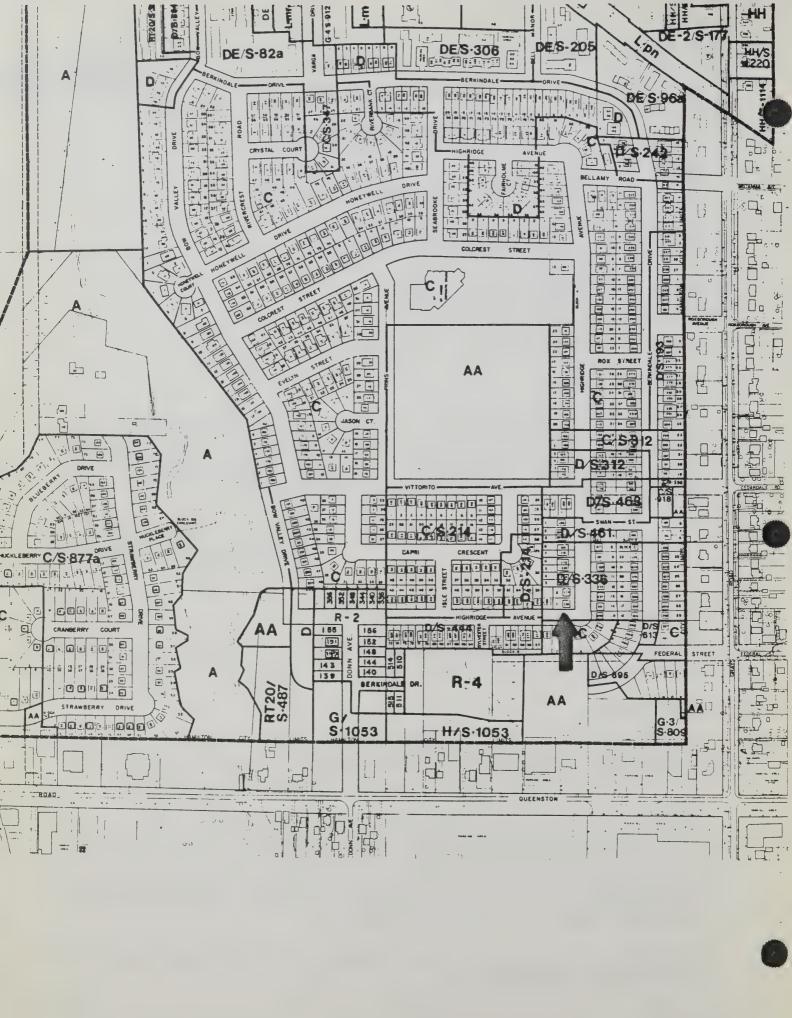
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of relocating the subject signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Bruce Johnstone, 261 Highridge Avenue, that the existing "No Parking" regulation adjacent to the 90 degree turn in the roadway be shortened to provide two on-street parking spaces.

Highridge has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for the subject "No Parking" regulation adjacent to the 90 degree turn in the roadway. An investigation has revealed that the subject "No Parking" regulation could be shortened by 40 feet while still maintaining adequate visibility. The Traffic Department recently contacted the abutting resident, Mr. Mauricio, 238 Highridge Avenue, who advised that he supports the request.

While there is no shortage of on or off-street parking in this area, the Traffic Department has no objection to this request.





- RECOMMENDATION -

DATE:

1995 April 03

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 310 Caroline Street South - Request for a Reserved

"Permit Parking" Space for a Disabled Resident. [TEC-

114-95]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Caroline Street South commencing at a point 144 feet south of Markland Street and extending to a point 17 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Raymond Howison, 310 Caroline Street South.

Muray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Howison, No. 310 Caroline Street South, that a reserved "Permit Parking" space be designated on the west side of Caroline directly in front of his home since he is disabled.

Caroline has a 24 foot pavement width, and presently, there is unrestricted parking on the

west side and a "No Parking" regulation on the east side of the street in this block.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Howison possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



All Lands W. To Site Plan





Munay F. Mari

- RECOMMENDATION -

DATE:

1995 April 04

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

Apartment Building at No. 130 Hunter Street West -

Application for a Time Limit Exemption Permit. [TEC-

115-95]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue upon request, one time limit exemption permit to each of the first four eligible applicants residing in the apartment building at No. 130 Hunter Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$96. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

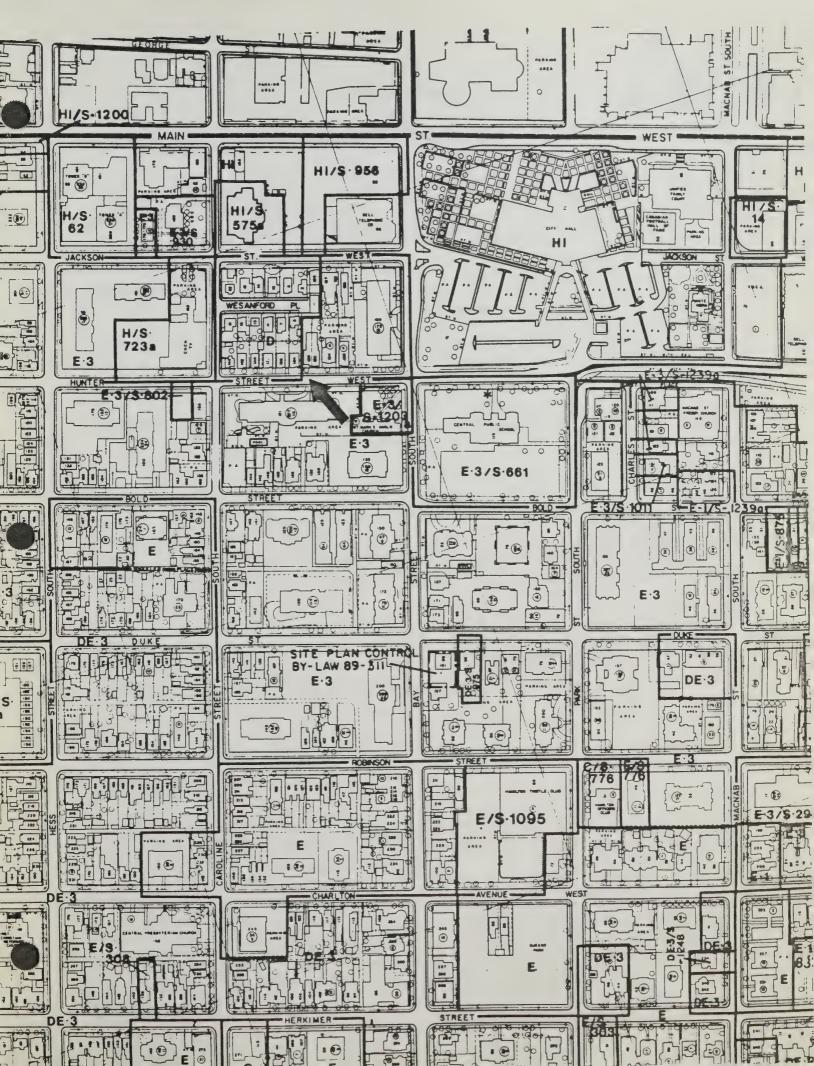
The Traffic Department received a request from Mr. Ken Swaby, 130 Hunter Street West, that time limit exemption permits be issued to residents of this building since there is a shortage of off-street parking on the property.

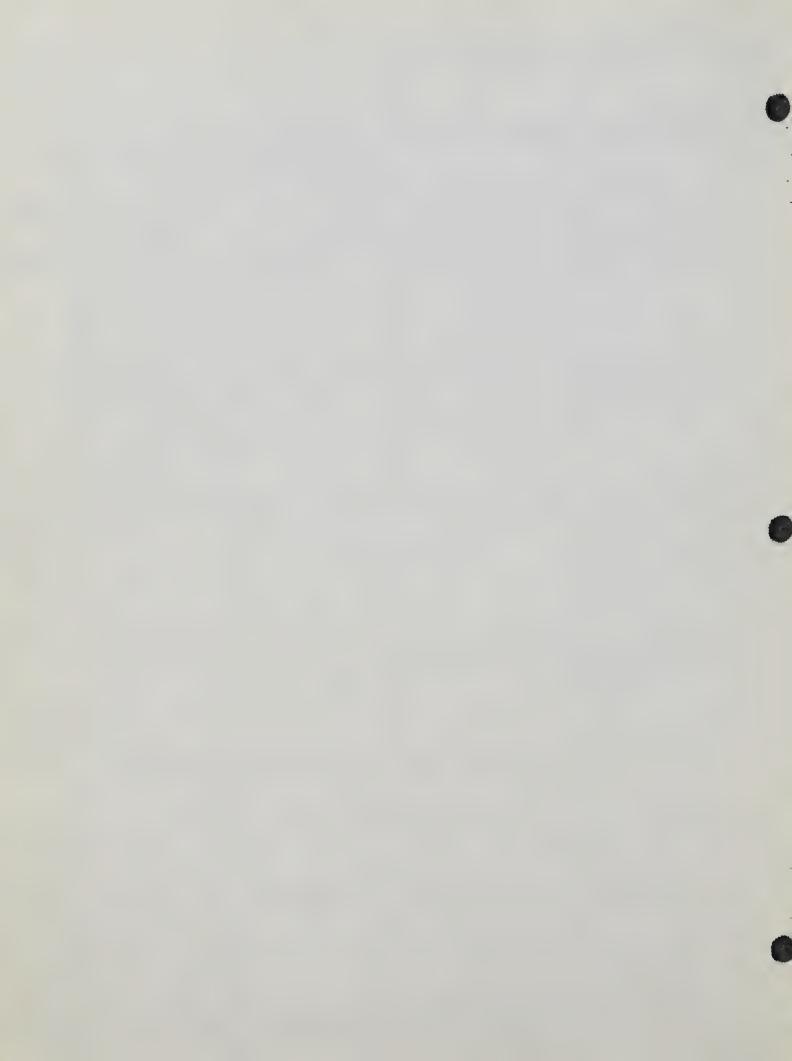
The subject building is on the north side of Hunter and Mr. Swaby has advised that he wishes to park his vehicle in the parking time limit area on streets in the vicinity of his apartment building.

An investigation revealed that there are five dwelling units in the subject apartment building

and that there are no off-street parking spaces available on the private property. Past practice of the Committee has established a policy that, generally, time limit exception permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of four off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of four time limit exemption permits to residents of this building should not create any parking problems for area residents. Therefore, the Traffic Department supports this request and it would be appropriate to issue a maximum of four parking permits to the residents of this building on a first come first served basis.







- RECOMMENDATION -

DATE:

1995 April 10

File No: [TEC-118-95] / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 34 Dunsmure Road - Request to Rescind the By-law

for a Wheelchair Loading Zone.

RECOMMENDATION:

That the existing entry in the City Traffic By-law 89-72 which provides for a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation on the south side of Dunsmure Road commencing 25 feet east of St. Clair Avenue and extending to a point 26 feet easterly therefrom be rescinded.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: Warrag F. Wain

N/A

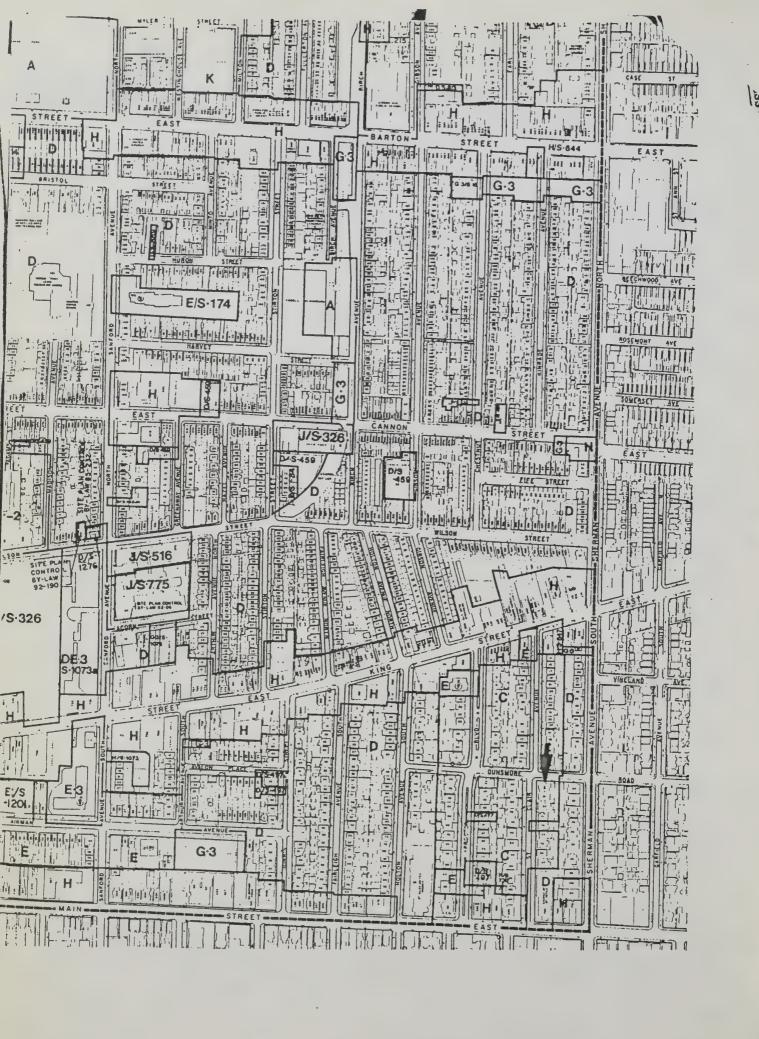
BACKGROUND:

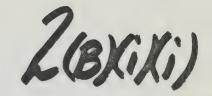
The Traffic Department has received a request from Margaret Reid, Care Giver at the Group Home at No. 34 Dunsmure Road, that the "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" signs not be erected.

In December 1994, City Council approved Ms. Reid's request for a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation. The signs have not yet been erected for the subject regulation. However, Ms. Reid has recently advised the Traffic Department that they no longer wish to have this regulation implemented. Therefore, rescinding the existing by-law for the subject regulation would be appropriate.



MT/CVB/kg





Murray F. Main

- RECOMMENDATION -

DATE:

1995 April 11

File No. [TEC-119-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

West side of Caroline Street South, North of Charlton

Avenue West - Parking Regulations.

RECOMMENDATION:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Caroline Street South commencing 30 feet north of Charlton Avenue West and extending to a point 36 feet northerly, be revised, such that it is in effect from 9:00 a.m. to 5:00 p.m., Monday to Friday and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

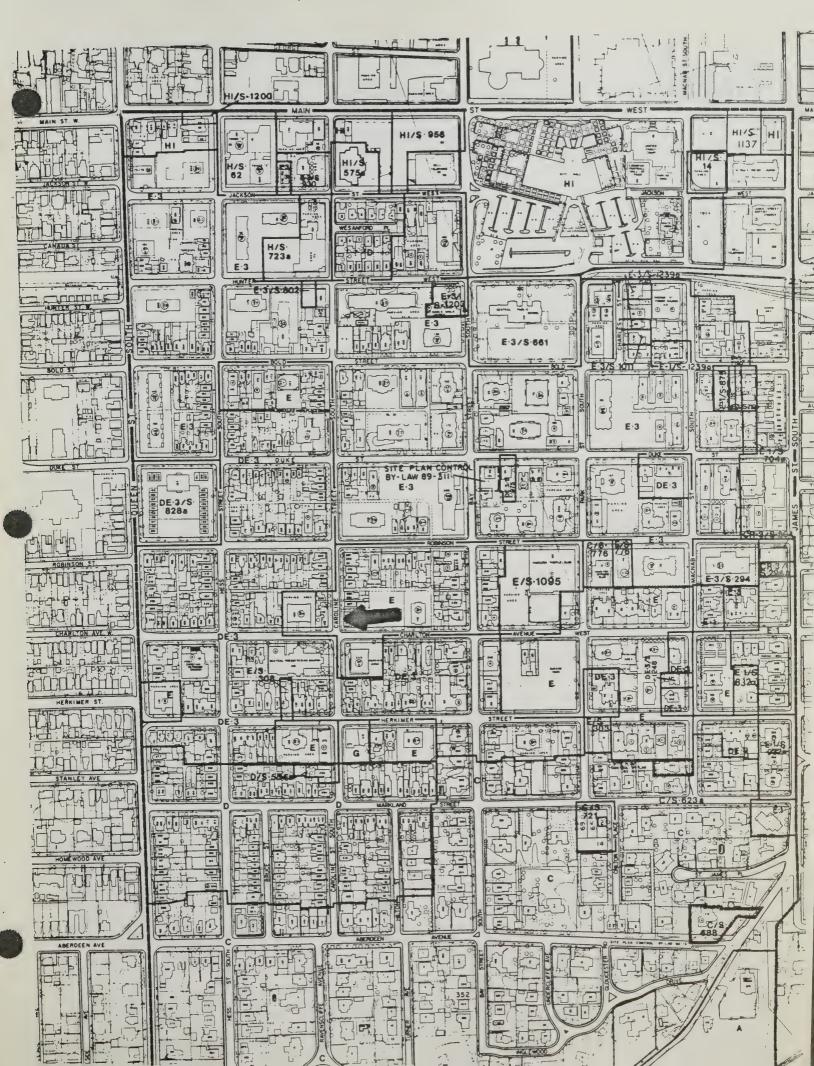
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of revising the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mr. David Robins, 223 Caroline Street South, that the hours of the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Caroline, immediately north of Charlton be revised, such that parking may occur after 5:00 p.m. and all day on weekends.

The subject loading zone was implemented in 1977 as a result of a request from MacIntyre Electric Limited, 232 Caroline Street South, which relocated to another area of the City

approximately five years ago. The building is presently vacant. However, a representative of the Durand Variety Store, 142 Charlton Avenue West, which also abuts the regulation has advised that they still require the loading zone, but that they would agree to revising the hours of the regulation such that parking may occur after 5:00 p.m. on weekdays and all day on weekends. Therefore, the Traffic Department concurs with the request.







- RECOMMENDATION -

DATE:

1995 March 24

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

School Bus Loading Zone on Bonaparte Way adjacent

to St. Marguerite D'Youville School. [TEC-108-95]

RECOMMENDATION:

a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way be extended 40 feet such that the regulation will commence at a point 84 feet east of the east curb line of Brigade Drive and will extend 120 feet easterly; and

b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 111 feet east of the east curb line of Corsica Court and extending 31 feet easterly therefrom be revised such that the regulation commences 82 feet east of the east curb line of Corsica Court and extends 29 feet easterly; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

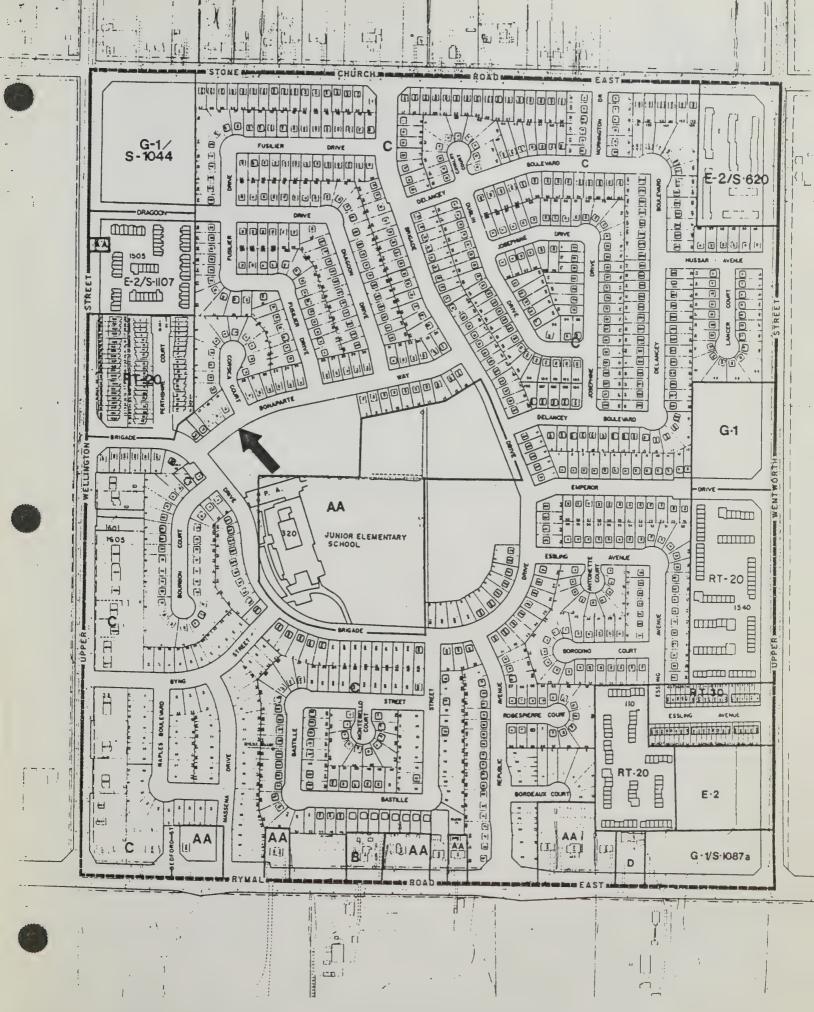
BACKGROUND:

The Principal of St. Marguerite D'Youville School has requested that the existing School Bus Loading Zone located on the south side of Bonaparte Way adjacent to the school be extended to accommodate an additional school bus (3 in total). Simultaneous to this request the bus carrier has requested that the second School Bus Loading Zone be relocated to improve their operation.

On 1995 January 31, the City Council approved the current location for these School Bus Loading Zones. This school was opened in September of 1994 and the extent of the bussing needs was not totally known. At this time, there is the need for additional curb side space for one additional school bus. The current bus carrier has requested the modification of the second School Bus Loading Zone to eliminate any conflicts between private automobiles and the existing fire hydrant within the School Bus Loading Zone.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Bonaparte Way, the Traffic Department concurs with the request.









Muray F. Mair

- RECOMMENDATION -

DATE:

1995 April 11

File No. [TEC-120-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Intersection of Windrush Crescent and Lawfield Drive -

Intersection Control.

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Windrush Crescent and Lawfield Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

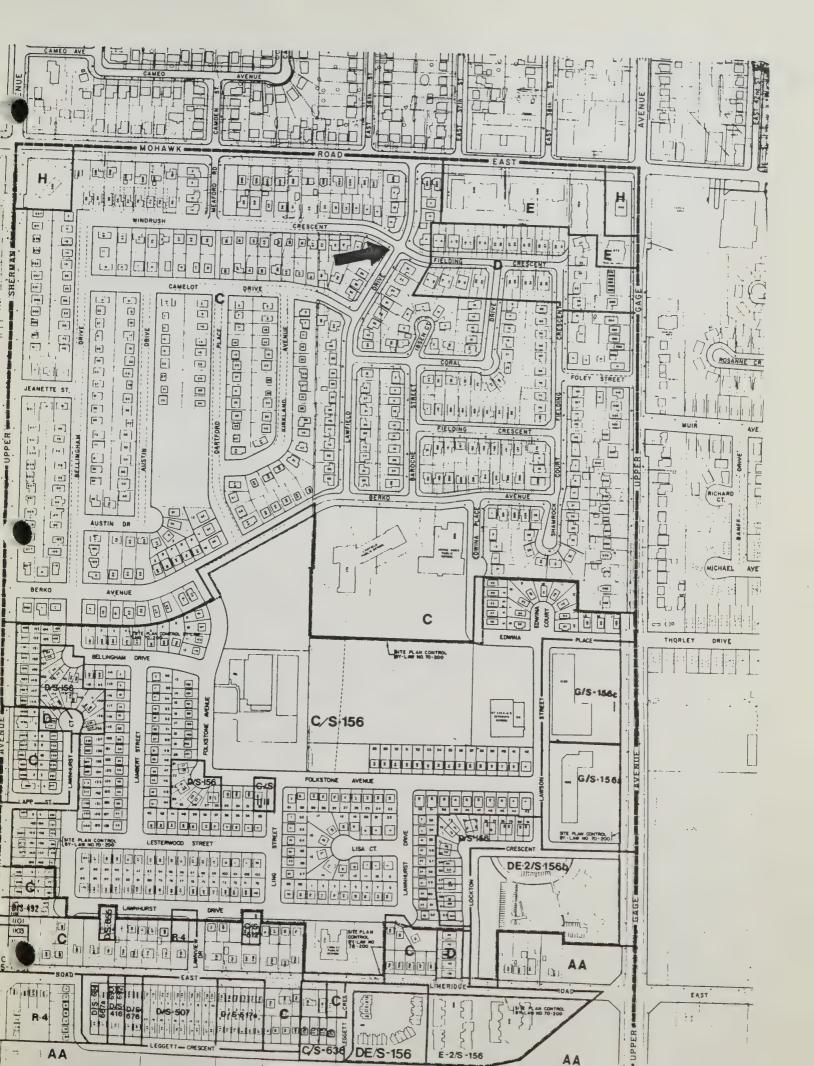
BACKGROUND:

The Public Works Department has requested that four-way stop control be implemented at the intersection of Windrush Crescent and Lawfield Drive due to a spruce tree on private property at the northwest corner of the intersection which obstructs visibility for eastbound motorists on Windrush attempting to enter Lawfield.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Windrush is required to stop for northbound and southbound traffic on Lawfield.

A recent investigation has confirmed that the tree does obstruct visibility for eastbound motorists on Windrush attempting to enter Lawfield. Although there have been no reported

collisions at this location in recent years, at least one of the criteria respecting the use of all-direction stop control at intersections is met because of the serious visibility obstruction created by the tree at the northwest corner. Therefore, since the City has no authority to remove private trees, the Traffic Department recommends that four-way stop control be implemented at this intersection. This recommendation is made on the basis that this is a very large and healthy tree, and conditions cannot be mitigated by pruning as would be possible with hedges and other types of trees, and also on the basis that the tree presents a severe visibility obstruction to motorists.





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CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 19

T103-23 4 M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Golfwood Drive Residents Canada Day Street Party

(R-95-19)

RECOMMENDATION:

i) That prior approval from the Chief of Police or his/her designate be received;

- ii) That the applicant provide a Certificate of Insurance evidencing \$2,00,000 public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability.
- iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;
- v) That all barricading be supplied by and at the expense of the applicant;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

Cont'd...

-Page 2-1995 April 19

Golfwood Drive Canada Day Street Party

Cont'd...

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from the Golfwood Drive Residents organization to hold a street party to celebrate Canada Day on July 1, 1995, from 3:00 pm to 12:00 midnight. The group is requesting to close a one block area of Golfwood Drive from the intersection of Golfwood and Venetian Drive to the stairs leading to Shawinigan Park. Approximately 100 people from the neighbourhood are expected to attend.

As notice of this closure has been circulated to all affected residents and municipal departments and no objections have been received, this Department is in favour of the event.

Eng AMJP:

cc: P.C. D.Schwalm, Special Event Coordinator, Police Services

Z(cXiX6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 21

T103-23 (6) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Proposed Closure of Stuart Street May 7, 1995

Opening of Ontario Worker's Arts and Heritage Centre

(R-95-24)

RECOMMENDATION:

That the application of the Ontario Worker's Arts and Heritage Centre to temporarily close Stuart Street between Bay Street and MacNab Street on Sunday May 7, 1995, from 1:00 pm to 6:00 pm for the offical opening of the Centre be approved, subject to the following conditions;

- i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Ontario Worker's Arts & Heritage Centre

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Ontario Worker's Arts and Heritage Centre to temporarily close Stuart Street from Bay Street to MacNab Street on Sunday May 7, 1995 from 1:00 pm to 6:00 pm. The applicant is requesting the closure to provide for an area for a plaque unveiling ceremony and festivities for children at the official opening of the Centre.

On Tuesday April 11, 1995 a meeting was held with the applicant and representatives from the Traffic Department, Regional Police Services and this Department. The applicant explained that the building was recently purchased in cooperation with the Hamilton and District Labour Council to serve as a museum of labour history in Hamilton and that many Hamilton area dignitaries would be in attendance for the opening.

The applicant will provide barricading for the event and the Traffic Department has indicated that there will not be a need to sign the closure route as the street is local and does not receive an abundance of traffic, particularly on a Sunday. Regional Police Services will provide two officers for the day, to be stationed at each end of the street.

A appropriate detour routes will be provided and as Regional Police Services will ensure the safety of participants and public, this Department is in favour of the request.

JKC:

cc: M. Main, Director of Traffic Services

D. Lobo, Director, Public Works Department

P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

Z(c)(i/k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 19

T103 23 (6) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Boy Scout/Girl Guide Parade

Saturday May 27, 1995

R-95-20

RECOMMENDATION:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close the following streets in the City of Hamilton:

Locke Street from York Boulevard to Main Street MacNab Street from Main Street to Hunter Street Jackson Street from MacNab Street to City Hall parking lot,

on Saturday May 27, 1995, from 8:00 am to 12:00 noon, for the annual Scouts Canada/Guides Canada Parade be approved, subject to the following conditions;

- i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;
- iv) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Scouts Canada/Guides Canada

Cont'd...

- v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Scouts Canada/Guides Canada to hold their annual parade in downtown Hamilton on Saturday May 27, 1995 from 8:00 am to 11:30 am. The route requires the full closure of Locke Street from York Boulevard to Main Street, Main Street from Queen Street to MacNab Street, MacNab Street from Main Street to Hunter Street and Jackson Street from MacNab Street to City Hall parking lot where the parade will disperse. In conjunction with these closures, it will be necessary to temporarily close Main Street at the intersections of Pearl, Ray, Queen, Hess, Caroline and Bay as the parade passes those points. Regional Police Services will allow intermittent openings in the parade.

Regional Police Services will incur costs of \$3,368.00 to provide 24 Officers and 1 Sergeant to ensure the event is properly controlled. This cost will be absorbed by the Region's account for special events.

As this event has taken place for 57 years and as the applicant has the full support of all affected municipal departments, this Department is in favour of the parade.

ings JKC:

cc: M. Main, Director of Traffic Services

D. Lobo, Director, Public Works Department

P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

ZexiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 20

T103-23 (6) V. M. Zingaro

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

The VE Day Celebrations - Military Parade for the 50th

Anniversary of the ending of World War 2 (R 95-23)

RECOMMENDATION:

That the application of the VE Day Celebrations Committee of City Council to temporarily close the following streets in the City of Hamilton:

Hess Street from Hunter Street West to King Street West Caroline Street from Hunter Street West to King Street West Bay Street South from Hunter Street West to King Street West

on Monday May 8, 1995 from 10:30 am to 12:00 pm, for the VE Day Celebration Committee Military Parade be approved, subject to the following conditions;

- i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;
- ii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;
- iii) That all barricading be supplied by and at the expense of the applicant;
- iv) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

The VE Day Celebrations - Military Parade for the 50th Anniversary of the ending of World War 2

Cont'd...

- v) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vi) That no property owner or resident within the barricaded area be denied access to their property upon request;
- vii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the VE Celebration Committee to hold a parade in downtown Hamilton on Monday May 8, 1995 from 10:45 am to 12:00 pm. The route requires the full closure on Queen Street South from King Street West to Main Street West, Main Street West from Queen Street South to Summer's Lane where the parade will disperse into the Hamilton Convention Centre. In conjunction with these closures it will be neccessary to temporarily close Hess Street from Hunter Street West to King Street West, Caroline Street from Hunter Street West to King Street West to King Street West to King Street West.

Regional Council on April 7, 1992 approved the attached Policy for Special Events on Regional Roads which specifies that all events requiring a full road closure in the City of Hamilton downtown core (bounded by and including Bay Street, Wellington Street, Wilson Street and Main Street) be held on Sundays or holidays unless approved by Council at least eight weeks prior to the event. However, Council did make provision for events such as this which are felt to be in the interest of the community.

Regional Police Services costs are not known at this time but these costs generally are approximately \$3800.00 and it provides for personnel to ensure the event is properly controlled. The City of Hamilton Traffic Department will incur costs of \$1000.00 for the installation of 4 "Temporary Road Closure" signs and the bagging of parking meters and posting of "No Parking" notices. Hamilton Street Railway has no concern about the parade route. Five bus route will be detoured during the parade, but the HSR will not incur any

-Page 3-April 20, 1995

The VE Day Celebrations - Military Parade for the 50th Anniversary of the ending of World War 2

Cont'd...

additional costs as a result of these detours. The Hamilton Veterans Committee will extend its insurance coverage to this event. These costs will be drawn from the Region's account for special events.

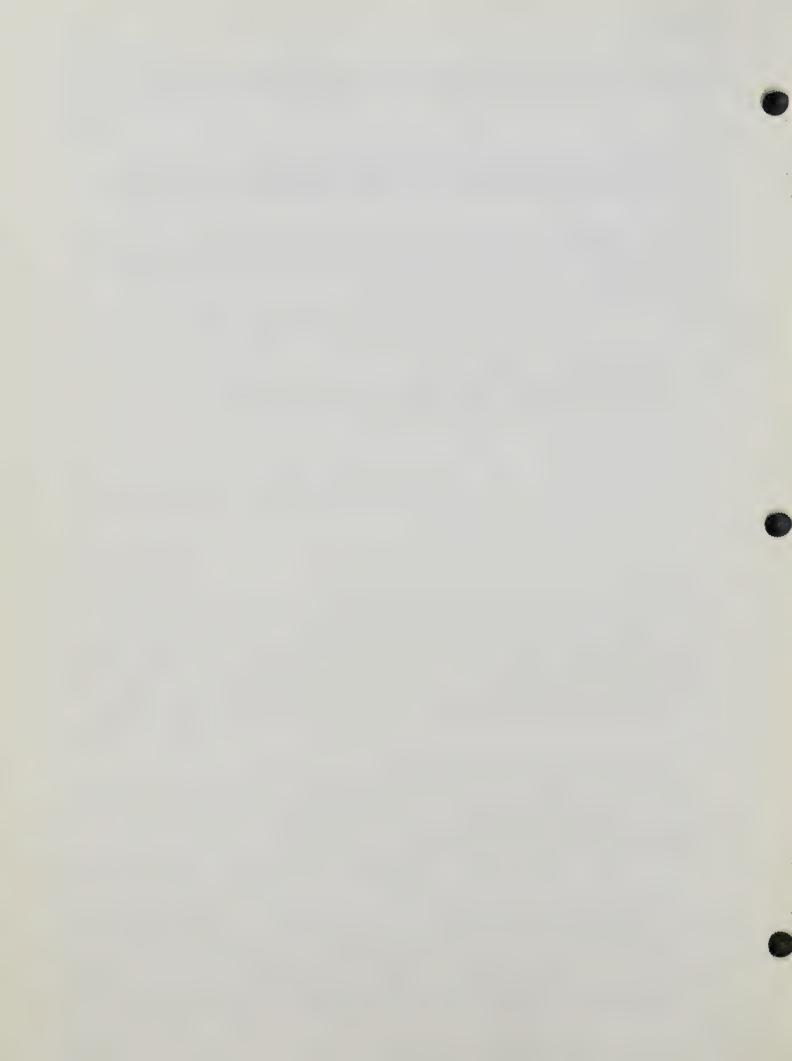
As this is the 50th Anniversary of the ending of World War 2 and its a one time event and as the applicant has the support of all affected municipal departments, this Department is in favour of the event.

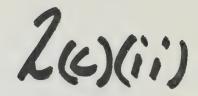
Em J VMZ:vmz

cc: M. Main, Director of Traffic Services

D. Lobo, Director, Public Works Department

P.C. D. Schwalm, Special Events Coordinator, Regional Police Services





- RECOMMENDATION -

DATE:

April 19, 1995

S718-63

S723-66 P. Strong

REPORT TO:

K. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P.Eng.

Senior Director

SUBJECT:

1995 Servicing Expenditures Related to Subdivisions

(R-95-21)

RECOMMENDATION:

a) That the portion of Section 9, of the 9th Report, of the Transport and Environment Committee, adopted by City Council, April 25, 1989, which refers to the approval of the engineering schedules for "Ridgeview Estates - Phase 3", Hamilton, be rescinded.

b i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" RIDGEVIEW ESTATES - PHASE 3 ", Hamilton

(Revised Schedules)

City's Share \$ -NIL-

Subdivider's Share \$ 99,528.35

" WISEMOUNT ESTATES - PHASE 7", Hamilton

City's Share <u>\$ -NIL-</u> Subdivider's Share <u>\$ 50,777.98</u>

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Ridgeview Estates Phase 3" and "Wisemount Estates Phase 7", and any other related documents for these Subdivisions subject to the approval of the City Solicitor.
- iii) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

cont'd...

-Page 2-

April 19, 1995

1995 Servicing Expenditures Related to Subdivisions (R-95-21)

cont'd...

iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is no City share associated with the cost of installation of City services for these developments.

BACKGROUND:

"RIDGEVIEW ESTATES - PHASE 3", Hamilton

At its meeting of March 28, 1978, City Council approved the recommendation that the owner enter into a subdivision agreement with the City of Hamilton for Ridgeview Estates in order to satisfy engineering and financial requirements of the City. The owner, Valery Construction Limited wishes to proceed with Ridgeview Estates - Phase 3, the final phase of development, at this time. The development of Ridgeview Estates - Phase 3 will result in the creation of 14 single family lots for residential use and 1 Block for multiple residential/ commercial development.

An estimate of the costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

The lands of Ridgeview Estates - Phase 3 are located on the south side of Stone Church Road East and on the east side of Upper Wentworth Street in the Butler Neighbourhood. cont'd...

-Page 3-

April 19, 1995

1995 Servicing Expenditures Related to Subdivisions (R-95-21)

cont'd...

"WISEMOUNT ESTATES - PHASE 7", Hamilton

At its meeting of September 27, 1983 City Council approved the draft plan for Wisemount Forest Survey Phase III, now known as Wisemount Estates. The owner, 822827 Ontario Inc., wishes to proceed with the development of Wisemount Estates - Phase 7 at this time. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Wisemount Estates - Phase 7 will result in the creation of 10 single family lots for residential use and 1 Block for multiple residential development.

An estimate of the costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

The lands of Wisemount Estates - Phase 7 are located west of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road East in the Lisgar Neighbourhood.

A. C. Ross, City Treasury Department

cc: M. Watson, Real Estate Division, City Property Department

cc: Councillor D. Ross, Chairman, Fin.& Administration Committee

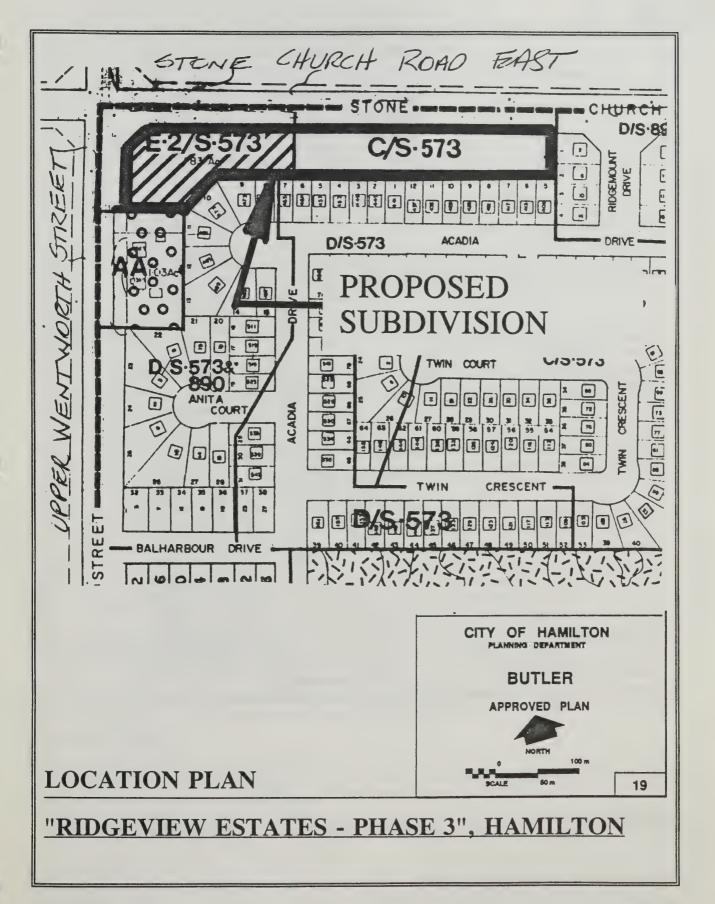
cc: S. Reeder, Secretary, Fin. & Adm. Com.

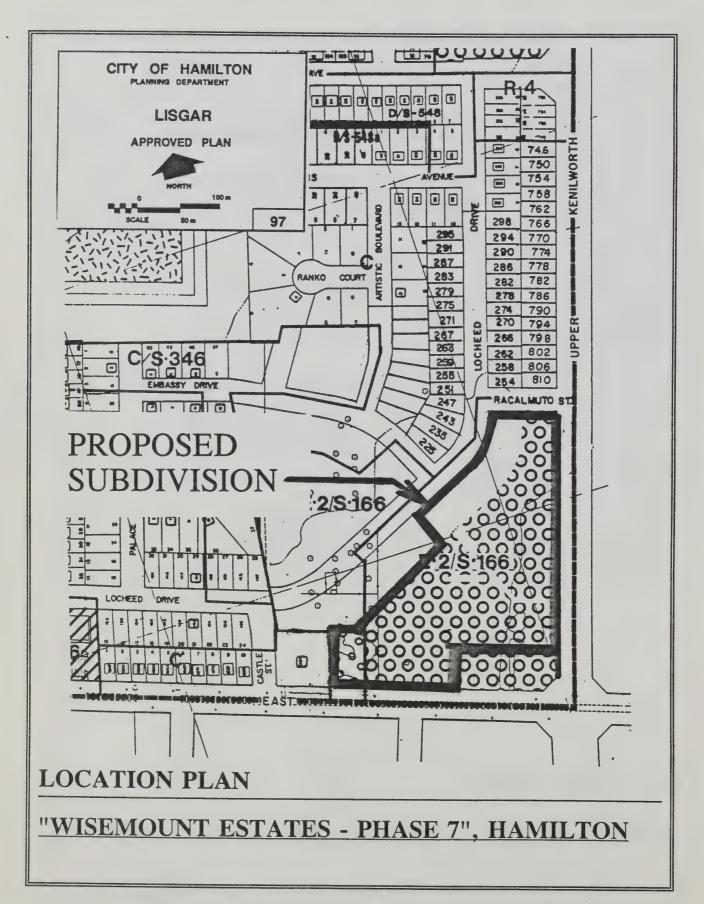
1995 SUBDIVISION EXPENDITURE SUMMARY	

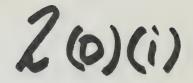
CITY'S SHARE

	TOTAL SERVICING COSTS	\$99,528.35	\$50,777.98	\$150,306.33
				\$ \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
	TOTAL SUBDIVIDER'S SHARE	\$99,528.35	\$50,777.98	\$150,306.33
TOTAL	TOTAL CITY'S SHARE	00.0\$	\$0.00	\$0.00
	NON-RECOVERABLE & OVERSIZED COSTS	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	00000000000000000000000000000000000000	\$0.00
OF EXPENDITURES	0.3 METRE N RESERVE COSTS	00.00 00.00 00.00 00.00 00.00 00.00 00.00	00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00 00.00	00:0\$
	DESCRIPTION OF WORKS	Catch Basins & Connections Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Dead End Barricades Fencing	
	SUBDIVISION AGREEMENT AUTHORIZATION	COUNCIL 78-03-28 P&D 10-78 ITEM NO 17 (b)	COUNCIL 78-03-28 P&D 10-78 ITEM NO 17 (b)	
	# OF LOTS and LOCATION	14 LOTS 1 BLOCK HAMILTON	10 LOTS 1 BLOCK HAMILTON	
Name of:	- SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	RIDGEVIEW ESTATES - PH 3 VALERY CONSTRUCTION LTD URBEX ENGINEERING LIMITED MACKAY, MACKAY & PETERS FILE NO. S718-63 P. STRONG	WISEMOUNT ESTATES - PH 7 822827 ONTARIO INC. URBEX ENGINEERIN 41TED J.D. BARNES LIMITEI FILE NO S723-66 P. STRONG	TOTALS:

OVERSIZING EXPENDITURES are Non-Recoverable
 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable







- RECOMMENDATION -

DATE:

1995 April 19

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Construction of an Independent Concrete Sidewalk on

the South Side of Brampton Street Between Woodward

Avenue and Dunn Avenue

RECOMMENDATION:

1. That the construction of an independent concrete sidewalk on the south side of Brampton Street between Woodward Avenue and Dunn Avenue be proceeded with as a local improvement at an estimated cost of \$17,560.; and,

2. That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

3. That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1995 - 2004 Capital Budget. Since the City is the abutting owner, there is no Owner's Share.

If approved, the project will reduce the balance available in the City's Share to \$590,912.

BACKGROUND:

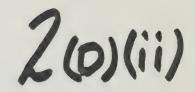
The City will be redeveloping Woodward Park at the south-west corner of Brampton Street and Woodward Avenue. A sidewalk has never been constructed at this location. It would be prudent to construct the sidewalk to provide a safe walking surface for pedestrians.

RPM/jd

c.c. S. Reeder, Secretary, Finance & Administration Committee

c.c. A. C. Ross, City Treasurer Attention: N. Adhya





- RECOMMENDATION -

DATE:

1995 April 19

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Local Improvements

Construction of Independent Concrete Sidewalks

on both sides of Stone Church Road,

(between Upper Gage Ave. & Upper Wentworth St.)

RECOMMENDATION:

1. That the attached By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk:

a) On the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of #749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property) and,

b) On the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Construction of these sidewalks as Local Improvements was authorized by Council on 1995 April 11, in adopting Item 29 of the 5th Report of the Transport & Environment Committee and Item 14 of the 11th Report of the Finance and Administration Committee.

Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, Notice of this City initiative was published in The Spectator and served upon the adjacent property owners. As no petition against the proposed Local Improvements was received, the City is entitled under the Local Improvement Act to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to the City Solicitor.



c.c. D. Y. Onishi, Director, Design & Construction, Roads Department

c.c. A. Ross, City Treasurer, Attention: G. Keith

BY-LAW NO. 95-To Authorize:

- 1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of independent concrete sidewalks:
 - a) on the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of #749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property) and,
 - b) on the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive, as described in Schedule "A";
- 2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
- 3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 29 of the 5th Report of the Transport and Environment Committee on April 11, 1995);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,

(Item 14 of the 11 Report of the Finance and Adminstration Committee on April 11, 1995);

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the <u>Local Improvement Act</u>, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the <u>Regional Municipalities Act</u>, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the <u>Municipal</u> Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

- 1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the <u>Local Improvement Act</u>, at an estimated cost not to exceed \$263,620.
- 2. The portion of the estimated cost of the works in the amount of \$222,092. shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.
- 3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,
 - (a) to the extent sufficient to provide an amount not exceeding \$222,092.;
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

- 4. The Commissioner of Transportation/Environmental Services is hereby authorized to,
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
- 5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this

day of

A.D. 1995.

CITY CLERK

MAYOR

(1995) 5 R.T.E.C. 29, April 11 (1995) 11 R.F.A.C. 14, April 11

SCHEDULE "A"

Construction of an independent concrete sidewalk

on the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of #749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property) and,

on the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive,

at the estimated cost not exceeding the following:

Fifteen (15) annual instalments

City's Share	\$ 41,528.
Abutting Owners'.Share	<u>222,092.</u>
TOTAL ESTIMATED COST	\$263,620.
Estimated Cost per metre frontage payable by the abutting owners in	\$ 115.



- RECOMMENDATION -

DATE:

1995 April 6

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Construction of Independent Concrete Sidewalks on

Upper Gage Avenue Between the Freeway and Stone

Church Road

RECOMMENDATION:

- 1. That the construction of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive; from approximately 72 m south of Loconder Drive (south limit of #1285) to Loconder Drive and on the west side of Upper Gage Avenue from Stone Church Road to approximately 89.5 m north of Robertsfield Drive (south limit of #1304); from approximately 120 m north of Robertsfield Drive (north limit of #1300) to Loconder Drive and from approximately 74 m north of Loconder Drive (north limit of #1250) to approximately 84 m northerly (north of limit of #1232) proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$88,000 with a City's Share of \$17,217.50 and Owner's Share of \$70,782.50 all as provided in the 1995 portion of the 1995 2004 Capital Budget; and,
- 2. That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- 3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- 4. That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

FINANCIAL/IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995 - 2004 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is \$115. If approved, the project will reduce the balances available in the City's Share to \$573,694.50 and the Owner's Share to \$437,125.50

BACKGROUND:

The Region will be constructing a finished roadway with curbs on Upper Gage Avenue between the Freeway and Stone Church Road in 1995. It would be expedient to construct the sidewalks on both sides where required in conjunction with the Regional works. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/jd ♥m∨

c.c. J.

J. J. Schatz, City Clerk

P. Noé Johnson, City Solicitor

Attention: S. Riley

A. Ross, City Treasurer

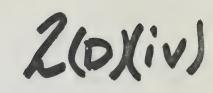
Attention: N. Adhya

J. Bruzzese, Acting Commissioner of Finance

V. J. Abraham, M.C.I.P., Director of Local Planning

S. Reeder, Secretary of Finance and Administration Committee

D. Y. Onishi, Director of Design and Construction, Roads Department



- RECOMMENDATION -

DATE:

1995 April 20

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

1995 Supply and Delivery of Various Trees

RECOMMENDATION:

a) That a purchase order be issued in the amount of \$66,281.00 taxes included to Connon Nurseries, Neil Vanderkruk Holdings Incorporated for the supply and delivery of trees for various sites being the lowest of seven tenders received in accordance with Purchasing Division specifications and be financed from various accounts including CH51697-60999, CH56398-62903, CH56103-61402 and CH56103-60402.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, the purchase order is recommended to be awarded to the lowest tender as indicated in the following chart:

Supply and Delivery of Various Trees

Tenders

Connon Nurseries N.V.K. Holdings	Connon Nurseries A.V.K. Holdings	Red Leaf Nurseries	Sheridan Nurseries	Uxbridge Nurseries	Dutchmaster Nurseries	Braun Nurseries
	Incomplete	Incomplete	Incomplete	Incomplete	Incomplete Inco	mplete
\$84,001.75	\$28,094.50	\$15,122.50	\$56,107.35	\$86,480.00	\$64,710.50	\$3,362.00

Note: An aggregate of the lowest specific unit prices bid would calculate into a total cost of \$78,600.00 Taxes included.

Note: Applying the discounts offered to Connon Nurseries Neil Vanderkruk Holdings incorporated bid would calculate into a total cost of \$68,700.00 taxes included.

^{*} All prices in this chart would include taxes.

As shown in the above chart, the lowest bid for the supply of trees was submitted by Connon Nurseries, N.V.K. Holdings Inc. offering a 20% discount to the 300 cm diameter string balled trees and 10% discount to the 50 mm ball and burlap trees if favoured with the complete order.

The initial costs for the 300 cm diameter string balled trees contained in the request for proposals will be financed through the stock system account no. CH 51677-60999. The trees will then be charged out to approved current/capital budget accounts.

The 50 mm diameter ball and burlap large caliper trees will be charged directly to work order CH 56398-62903 and current budget accounts CH 56103-61402 and CH 56103-60402.

There are no staffing or legal implications.

BACKGROUND:

The trees that will be purchased through this tender will be used for residential planting, road re-construction planting and downtown planting.

The recommendation in this report is to award the purchase order to the lowest tendered (after the discount has been calculated) to supply and deliver various tree sizes and species.

& RG/rb

- c.c. C. Firth-Eagland, Manager of Streets & Sanitation
- c.c. J. Pook, Horticulturist
- c.c. M. MacKinnon, General Foreman, Forestry
- c.c. K. Jones, Foreman, Forestry

26X(Y)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 19

REPORT TO:

K. C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Concrete Recycling into Granular "A"

RECOMMENDATION:

1. That purchase orders be issued in the amounts of \$29,906 to Waterford Crushing, Waterford, for concrete crushing at B. A. Court Yard and for \$78,458 to Hard Rock Paving, Port Colborne, for concrete crushing at Brampton Street Yard being the lowest tenders received in accordance with the Purchasing Division specifications and be financed from stock account CH56197 60999.

TINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the purchase orders are recommended to be awarded to the lowest tenders as indicated in the following summary chart.

Concrete crushing to granular "A" at B. A. Court Yard and Brampton Street Yard.

Bidders	Waterford Crushing	Hard Rock Paving
Part "A" B. A. Court Yard 6,500 tonnes	\$29,906	\$36,305
Part "B" Brampton Street Yard	\$80,517	\$78,458
17,500 tonnes		
Total	\$110,423	\$114,763

The granular "A" product that will be produced through this tender will be utilized in various road and sidewalk reconstruction and maintenance projects. The initial costs for the crushing will be borne by the stock system Acct. #CH56197 60999. The granular "A" product will then be within the City's inventory and charged, as used, against the various projects.

The cost per tonne of the crushed granular "A" is approximately \$4.22. Granular "A" purchased from local suppliers at competitive market price is \$7.20 per tonne.

There are no legal or staffing implications.

BACKGROUND:

The Public Works Department has stockpiled quantities of waste concrete from various reconstruction projects at Brampton and B.A. Court District yards.

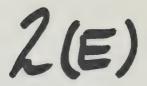
The recommendations in this report are to award purchase orders to the lowest tendered contractors to crush the concrete into reusable Granular "A".

The granular "A" material will be inventoried and charged to various Streets Division reconstruction projects, as it is used.

The recycling benefits of dealing with waste concrete in this fashion plus the lower than market value costs to produce the granular "A", illustrates a positive and competitive example of the benefit of using the existing Public Works infrastructure for reconstructive works.

CFE/LM/rb

c.c. C. Firth-Eagland, Manager of Streets and Sanitation



- RECOMMENDATION -

DATE:

1995 April 25

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

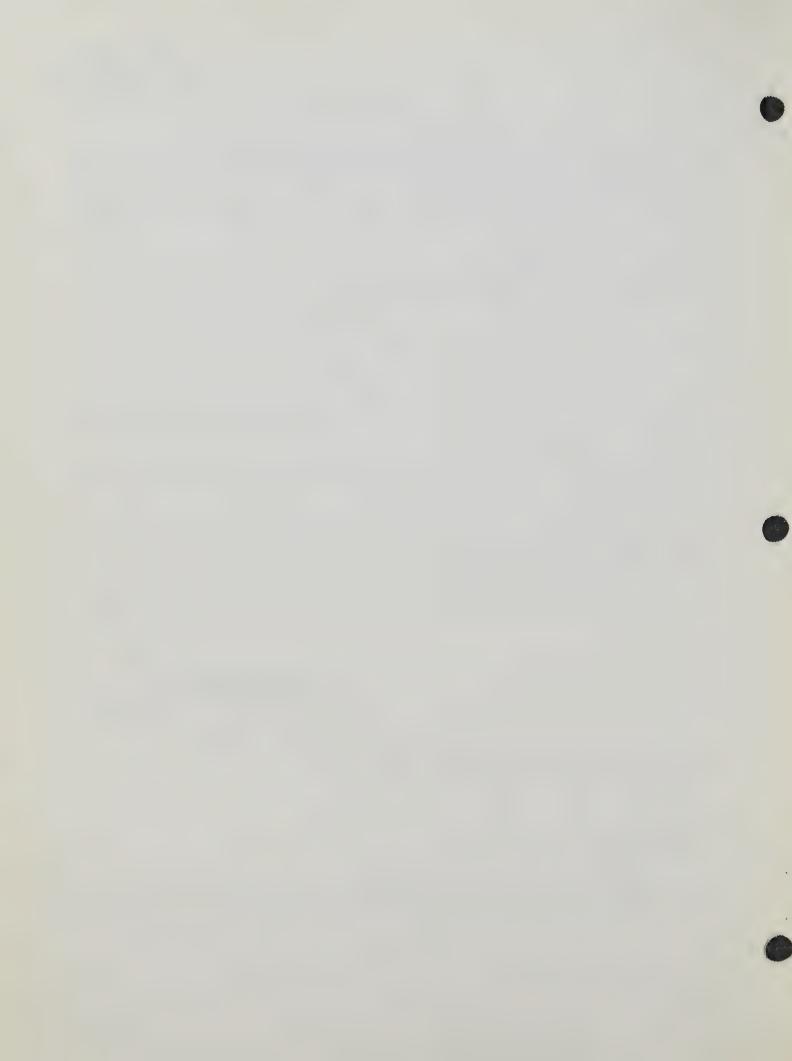
That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

f. M.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

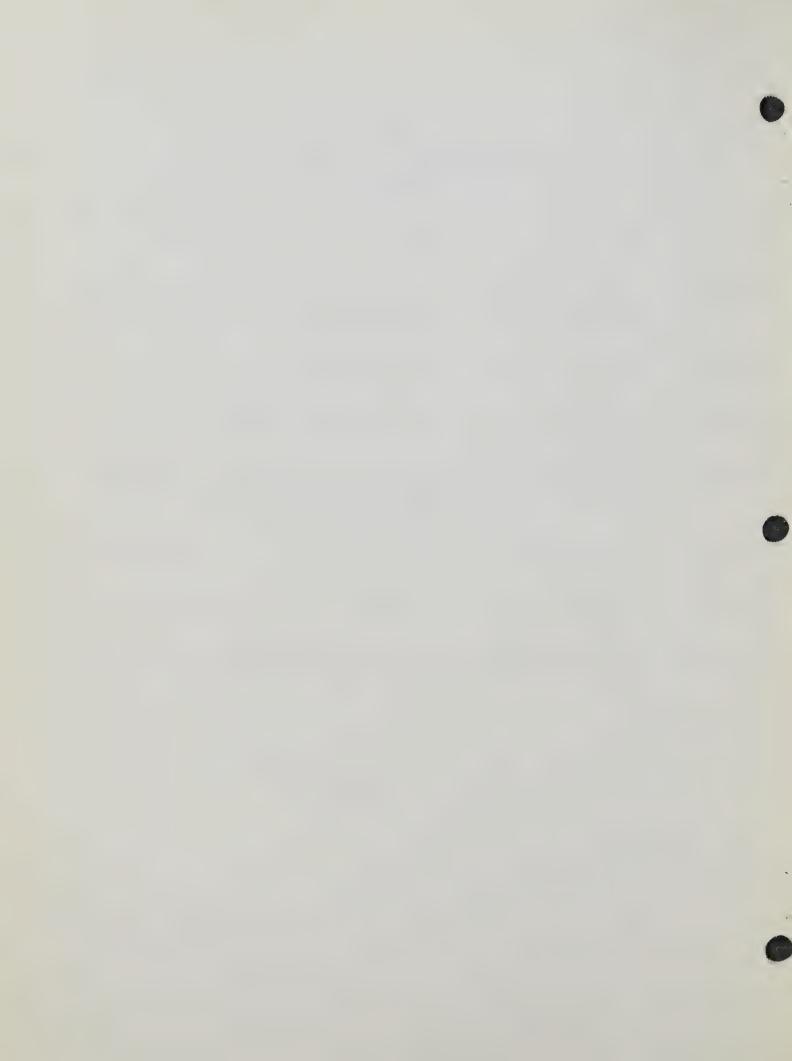


REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 March 30	Doug Lobo, Director of Public Works	City of Hamilton/Green Streets Canada Tree Planting Update	1995 April
1995 March 31	Doug Lobo, Director of Public Works	Prune, Water and Feed for Healthy Trees - Brochure	1995 April
1995 April 5	Doug Lobo, Director of Public Works	Scavenging of Recyclable Materials	1995 April 6
1995 April 19	Chief G. Baker Hamilton Fire Department	Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing) 15 Biggar Avenue	1995 April 20
1995 April 20	Doug Lobo, Director of Public Works	Inventory Management - Public Works Department	1995 April 21
1995 April 24	Ontario Good Roads Association	Municipal Routes	1995 April 24
1995 April 25	Secretary, Transport and and Environment Committee	Special Transport and Environment Committee Meeting 1995 May 15	1995 April 25

Kevin C. Christenson, Secretary 1995 May 1st



3.

- RECOMMENDATION -

DATE:

1995 April 19

File No. [TEC-124-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Intersection of Upper Kenilworth Avenue and Landron

Avenue - Intersection Control.

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Upper Kenilworth Avenue and Landron Avenue.

Munay J: Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$40,000. annually.

BACKGROUND:

Alderman Tom Jackson and Bob Charters have forwarded a petition signed by 39 area residents, requesting that all-way stop control be implemented at the intersection of Upper Kenilworth and Landron.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Landron is required to stop for northbound and southbound traffic on Upper Kenilworth. Traffic Department records indicate that there have been only two reported collisions at this intersection in the past seven years. This is a good collision record for this type of intersection.

Upper Kenilworth Avenue is an arterial street, and therefore, through traffic should not be impeded by inappropriate stop signs, which would increase the likelihood of through traffic using neighbourhood streets rather than the more appropriate arterial street system.

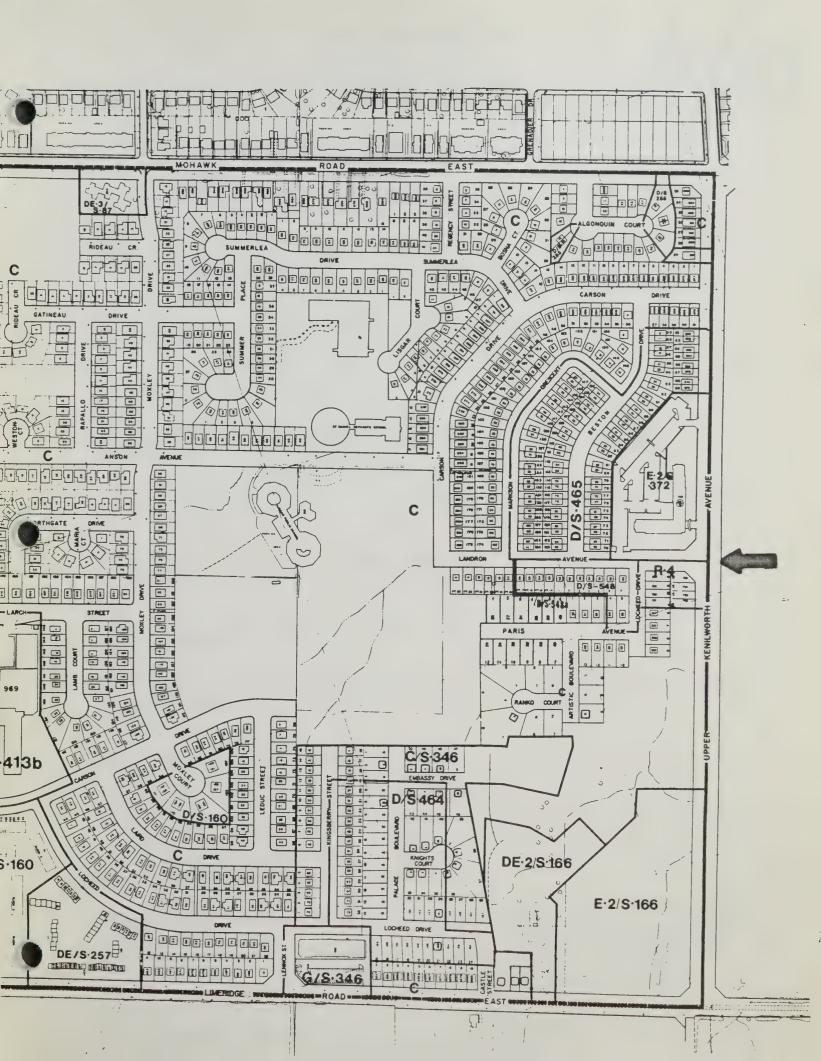
As Upper Kenilworth is an arterial street, the intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control is in place at the intersections of Mohawk and Upper Kenilworth and Limeridge and Upper Kenilworth. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

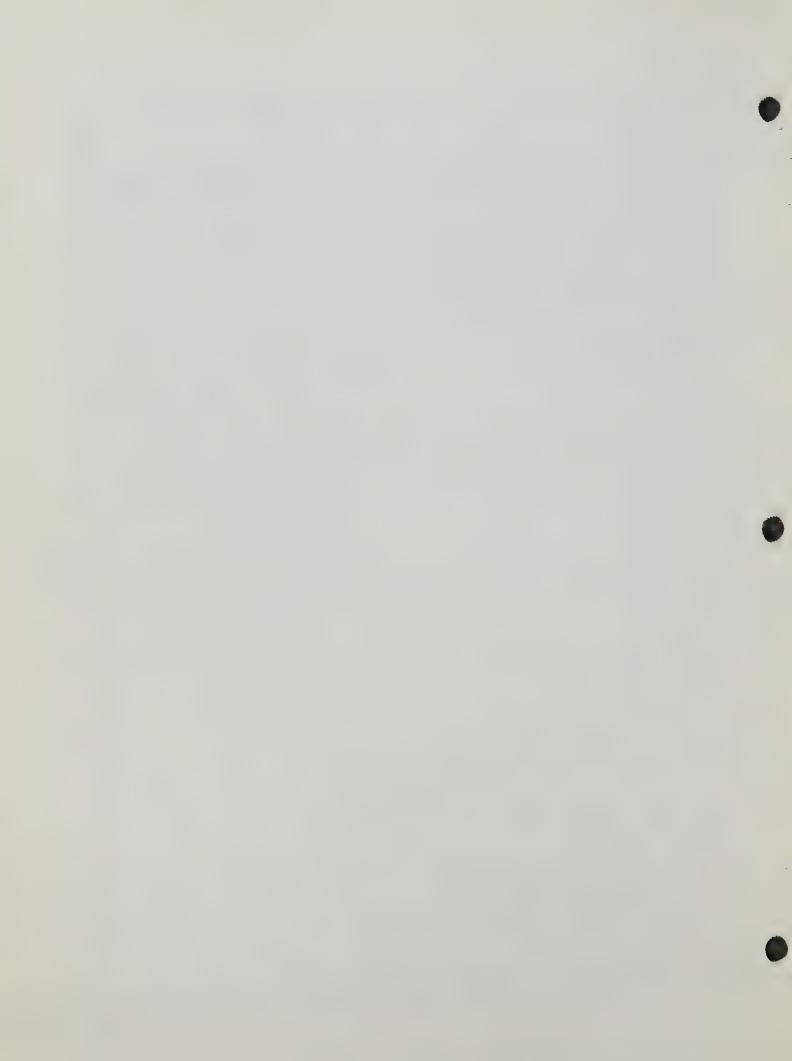
The Traffic Department has assessed this request and has its usual concerns regarding the use of unwarranted stop control including the fact there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic and unwarranted stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

While the traffic volumes on Upper Kenilworth in this area are very modest for an arterial street (3,000 to 4,000 vehicles per day), stopping unnecessarily on Upper Kenilworth at Landron would not be in the interest of the motoring public and would certainly result in some degree of traffic congestion during special events at Mohawk Sports Park.

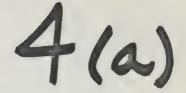
For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Landron and Upper Kenilworth.

CVB/MH/ca





- RECOMMENDATION -



DATE:

1995 April 21

T103-50 (1115) M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Encroachment Agreement: 1205 Rymal Road East

(R-95-12)

RECOMMENDATION:

That the request of C. DelSordo, owner of 1205 Rymal Road East, to maintain the encroachment of a free standing sign on the Nebo Road road allowance, be denied.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from C. DelSordo, owner of 1205 Rymal Road East, to maintain the encroachment of a free standing sign measuring 1.10m X 0.20m onto the Nebo Road road allowance.

Although the property owner had received Committee of Adjustment approval to locate the sign on private property with a set back of 6.0m instead of the required 11.4m minimum and a side yard set back at a daylight corner of 0.0m instead of the required 6.0m minimum and a side yard width of 3.063m instead of the required 4.892m minimum, the sign was installed on City road allowance in error in 1986. The Building Department recently discovered the error and forwarded the information to this Department. The owner is now seeking permission to allow the sign to remain on the road allowance.

Although the sign does not pose a visibility hazard, it is in contravention of the City's Streets By-law and allowing it to remain on the road allowance could result in similar requests to circumvent the By-law. This Department is therefore not in favour of the request.

J/MJP:

cc: S. Kuczerepa, Building Department



4(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 13

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Turvey

Commissioner of Transportation/ Environmental Services

SUBJECT:

1995 Transit Shelter Program

RECOMMENDATION:

- a) That the Transport and Environment Committee approve 58 proposed transit shelter locations in the City of Hamilton from the attached Table 1 as candidate shelter locations for the 1995 HSR Shelter Program.
- b) That the HSR install 10 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.
- c) That the remaining candidate shelter locations which do not receive at shelter through the 1995 HSR Shelter Program be considered for future years.



FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1995 Shelter Capital Budget account number 59006-3221005.

STAFFING/LEGAL IMPLICATIONS:

BACKGROUND:

All proposed shelter locations received through customer contacts have been included in the 1995 Transit Shelter Program. A total of 10 shelters with the highest warrant scores from the attached list of 58 locations will be installed this year. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 58 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1995.

All drawings required to install the 10 shelters have been circulated to various City and Regional departments for their review. Construction of the shelters will not begin until approval from these departments has been received.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Transit Shelter Warrant Criteria:

- 1. Physical Aspects passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).
- 2. Passenger Usage total number of daily boarding passengers at the bus stop.
- 3. Route Stability indicates whether the route will be realigned within the next five years resulting in an unused shelter.
- 4. Passenger Waiting Time half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.
- 5. Land Use in neighbourhood priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.
- 6. Advertising Exposure the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a transit shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

1995 TRANSIT SHELTER PROGRAM Page 3

- A) Insufficient land to install a shelter;
- B) Encroachment Agreement denied;
- C) Redevelopment in the surrounding area;

Item C shelters will be carried over to the 1996 Shelter Program and be re-evaluated.

1995 On-hold and Rejected Shelter Requests:

- A) Insufficient land to install shelter:
 - 1. Mt. Albion Road at Hixon Road, south-east corner
- B) Rejected due to denial of encroachment agreement:
 - 1. Main Street West at MacNab Street, south-west corner
- C) On-hold due to review/redevelopment in the surrounding area:
 - South leg of King St. E. between James & John, north side

 the implementation of transit shelters in the Gore Park is on hold until a needs study has been completed by the Gore Park Review Team.

LDT/DR

- cc. T. Cooke, Regional Chairman
 - M. Schuster, Acting Chief Administrative Officer
 - G. Lawson, Commissioner of Finance

TABLE 1

1995 Transit Shelter Locations City of Hamilton

No.	Stop#	On Street	@	At Street	Corner	City	Shelter Type	Total Score	Drawing Name
1	51217	Fennell Ave. E.	@	Upper Wentworth St.	N/E	HAM	AD	88	95SHEL!8
2	60331	Upper Paradise Rd.	@	Stone Church Rd. W.	N/E	НАМ	D	85	95SHEL 1
3	51630	Rymal Rd. E.	@	Upper Gage Ave.	S/W	HAM	AD	77	95SHEL 2
4	72318	Barton St. E.	@	Birch Ave.	S/W	HAM	AD	74	95SHEL 3
5	72354	Barton St. E.	@	Shelby Ave.	S/W	НАМ	AD	74	n/a
6	72527	King St. E.	@	Fairholt Rd. N.	N/E	НАМ	D	74	95SHEL 4
7	72668	Queenston Rd.	@	#640 (Zeller's)	S/Side	НАМ	D	74	95SHEL 5
8	51309	Mohawk Rd. E.	@	Upper Wellington St.	N/W	HAM	AD	72	95SHEL 9
9	60123	West 5th St.	op.	Marlowe Dr.	E/Side	НАМ	AD	72	95SHEL 6
10	60040	Upper James St.	op.	South Hamilton Sq.	E/Side	НАМ	AD	71	95SHEL 7
11	82513	King St. W.	@	Breadalbane St.	N/E	НАМ	D	69	95SHEL 19
12	61408	Limeridge Rd. W.	@	#273 Limeridge Rd.	S/Side	НАМ	AD	69	95SHEL 10
13	72741	Maplewood Ave.	@	Springer Ave.	N/W	НАМ	D	69	95SHEL 11
14	50421	Upper Gage Ave.	@	#877 Upper Gage	E/Side	НАМ	CD	67	95SHEL 12
15	50447	Upper Gage Ave.	@	Rymal Rd. E.	N/E	НАМ	AD	67	95SHEL 13
16	50316	Upper Sherman Ave.	@	Franklin Rd.	S/W	НАМ	D	67	95SHEL 14
17	60118	West 5th St.	@	Mohawk Rd. W.	N/W	НАМ	AD	66	95SHEL 15
18	81238	Whitney Ave.	@	Lower Horning Rd.	S/W	HAM	D	66	95SHEL 16
19	80006	James St. N.	@	Murray St W.	N/W	НАМ	AD	64	95SHEL 17
20	50202	Upper Wentworth St.	@	Queensdale Ave. E.	N/W	HAM	D	61	n/a
21	50407	Upper Gage Ave.	@	Brucedale Ave.	Ş/E	НАМ	AD	60	n/a
22	n/a	Upper Wellington St.	op.	Towercrest Dr.	E/Side	НАМ	D	60	n/a
23	50240	Upper Wentworth St.	@	Pescara Ave.	N/W	HAM	AD	60	n/a
24	60141	West 5th St.	@	Stone Church Rd. W.	S/E	НАМ	D	59	n/a
25	60010	Upper James St.	@	Monarch Rd.	N/W	НАМ	AD	58	n/a
26	51242	Fennell Ave. E.	@	Glenford Ave.	S/W	НАМ	CD	57	n/a
27	72674	Queenston Rd.	@	#770 Queenston	S/Side	НАМ	D	57	n/a
28	50543	Upper Ottawa St.	@	Unsworth Dr.	N/E	HAM	D	57	n/a
29	50140	Upper Wellington St.	@	Stone Church Rd. E.	N/W	НАМ	AD	57	n/a
30	72547	King St. E.	@	Wexford Ave.	N/E	HAM	AD	56	n/a
31	50442	Upper Gage Ave.	@	Rymal Rd. E.	N/W	HAM	AD	55	n/a
32	60337	Upper Paradise Rd.	@	Rymal Rd. W.	N/E	HAM	AD	55	n/a
33	81003	Franklin Ave.	@	Longwood Rd.	N/W	HAM	D	53	n/a

TABLE 1

1995 Transit Shelter Locations City of Hamilton

No.	Stop#	On Street	@	At Street	Corner	City	Shelter	Total Score	Drawing Name
34	82709	Hunter St. W.	@	Hess St. S.	N/E	HAM	D	53	n/a
35	70707	Gage Ave. N.	@	Beach Rd.	N/E	НАМ	AD	52	n/a
36	60401	Sanatorium Rd.	op.	San Brow Building	N/Side	HAM	D	52	n/a
37	72261	Glow Ave.	@	Parkdale Ave. N.	N/E	НАМ	D	51	n/a
38	72258	Glow Ave.	@	Parkdale Ave. N.	S/E	НАМ	D ,	51	n/a
39	82414	Strathcona Ave.	op.	Lamoreaux St.	E/Side	НАМ	D	50	n/a
40	60233	Garth St.	op.	#1440 Garth St.	E/Side	НАМ	D	49	n/a
41	72582	Greenhill Ave.	op.	Monte Dr.	W/Side	НАМ	D	49	n/a
42	50153	Upper Wellington St.	@	Brigade Dr.	S/E	HAM	D	49	n/a
43	81114	McMaster Service Rd.	@	Main St. Exit	S/W	НАМ	D	48	n/a
44	50445	Upper Gage Ave.	@	Golden Gate Ave.	N/E	НАМ	CD	47	n/a
45	50241	Upper Wentworth St.	@	Stone Church Rd. E.	S/E	НАМ	AD	47	n/a
46	71424	Beach Blvd.	@	Van Wagner's Beach Rd.	N/W	НАМ	D	46	n/a
47	72226	Beach Rd.	@	Albemarle St.	S/W	HAM	D	46	n/a
48	80129	MacNab St. S.	@	Robinson St.	S/E	НАМ	D	46	n/a
49	60141	West 5th St.	@	Stone Church Rd. W.	S/E	HAM	AD	46	n/a
50	72584	Greenhill Ave.	@	Tasha Ct.	N/W	НАМ	D	44	n/a
51	72152	Burlington St. E.	@	Parkdale Ave. N.	S/W	НАМ	D	42	n/a
52	72374	Melvin Ave.	op.	Osborne St.	S/Side	HAM	AD	42	n/a
53	50243	Upper Wentworth St.	@	Balharbour Dr.	N/E	НАМ	AD	42	n/a
54	50247	Upper Wentworth St.	@	Elite Dr.	S/E	НАМ	AD	42	n/a
55	51115	Queensdale Ave. E.	op.	East 15th St.	N/Side		D	41	n/a
56	n/a	Upper Sherman Ave.	@	Rymal Rd. E.	N/E	НАМ	D	41	n/a
57	n/a	Upper Sherman Ave.	@	Rymal Rd. E.	N/W	НАМ	D	41	n/a
58	60133	Chester Ave.	@	West 5th St.	S/W	НАМ	D	40	n/a

APPENDIX "A"

18.0 TRANSIT SHELTER REQUESTS

Source: Technical Manual for Bus Stops &

Shelters

H.S.R., Oct. 1989

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown of the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

(a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

- (b) Passenger Usage:
 - preference should be given to a well utilized stop
- (c) Route Stability:
 - if the route may be realigned within the next five years any stop location that could be affected should be avoided
 - if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable
- (d) Passenger Waiting Time:
 - the greater the passenger waiting time between buses the better the location for a shelter
 - off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service
- (e) Land Use:
 - as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood
- (f) Advertising Exposure:
 - the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ancaster Hydro

FIGURE 19 ANNUAL BUS SHELTER PROGRAM ANALYSIS & EVALUATION PROCESS

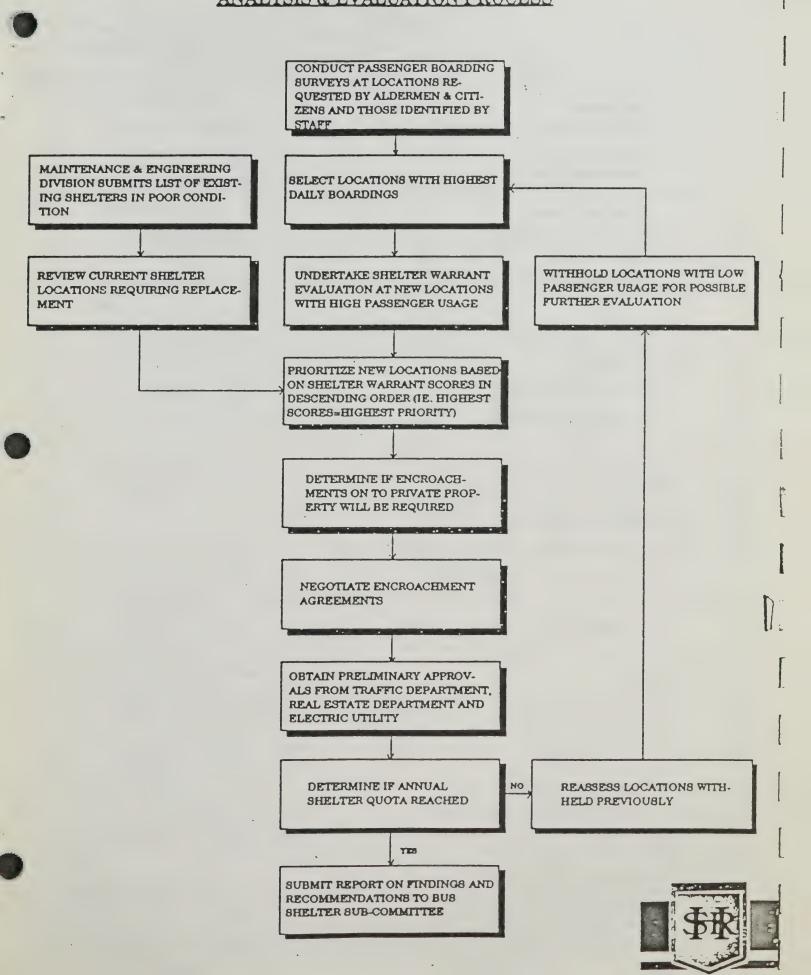


FIGURE 20 BUS SHELTER INSTALLATION WARRANTS RELATIVE IMPORTANCE OF VARIOUS FACTORS



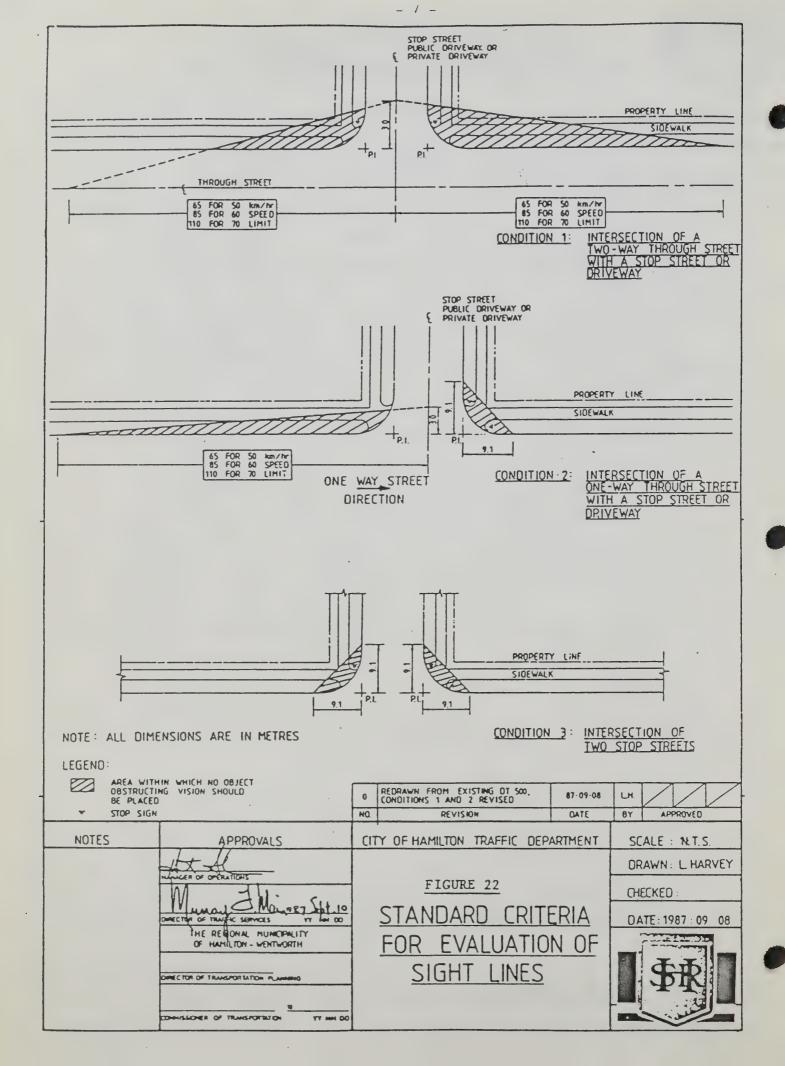
FACTOR	RELATIVE IMPORTA	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15 %	
LIGHTING	5 %	
SIGHT DISTANCE OBSTACLE	5 %	
ALL PHYSICAL ASPECTS		25 %
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE		25 %
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	5 %	
YEARS ROUTE UNCHANGED	5 %	
TOTAL STABILITY		10 %
D. PASSENGER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	δ%	
HALF OF HEADWAY - OFF PEAK HOUR	16 %	
TOTAL LENGTH OF WAIT		20 %
F. LAND USE	10 %	
TOTAL LAND USE		10 %
F. ADVERTISING EXPOSURE	10 %	
MINIMUM COMB* RATING: 7,000		
RECORDED COMB RATING:		
*COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE		10 %
TOTAL (A TO F) ALL FACTORS		100 %

- b

HAMILTON STREET RAILWAY MARKETING & CUSTOMER SERVICES DIVISION TRANSIT SHELTER WARRANT SHEET

LOCATION: ON									
				AT .					
CORNER:	ROUTE(S):	DIRECT	:	MUN	11C.:				
A.	PHYSICAL ASPECTS								
	EXPOSURE TO WEATHER		FULL (15)		AVE	RAGE (10)	MINIMU	M (5)	
	BUS STOP AREA LIGHTING		GOOD (5)		PO	OR (0)			
	SIGHT DISTANCE OBSTACLE		NO (5)		YES	6 (0)			
В.	PASSENGER USAGE								
	NUMBER OF BOARDINGPASSENGERS PER DAY		HIGH >100 (25)	HIGH/AV 61-100 (20)	G	AVERAGE 41-60 (10)	21-40	LOW 0-20 (0)	
C.	ROUTE STABILITY								
	ROUTE CHANGES IN NEXT 5 YEARS		NO (5)	YES (0)					
	YEARS ROUTE UNCHANGED		>20 (5)	20-5 (3)		<5 (0)			
D.	PASSENGER WAITING TIME		PEAK HOUR <2.0	(0)		OFF PEAH <4.0	(HOUR		
	HALF PEAK HOUR HEADWAY		2.1 - 4.0 4.1 - 6.0	(1) (2)		4.1 - 8.0 8.1 - 12.0	(3) (6)		
	HALF OFF PEAX HOUR HEADWAY		6.1 - 8.0 8.1 - 10.0 10.1>	(3) (4) (5)		12.1 - 16.0 16.0 - 20.0 20.1>	(9)		
€.	LAND USE IN NEIGHBOURHOOD		UNDEVELOR INDUSTRIAL RESID. SING RESID. MULT SCHOOL/CH	LE TI	(0) (5) (7) (8) (8)		RETAIL TRANSFER PT. HOSPITAL SENIORS HOME PUBLIC BLDG.	(8) (10) (10) (10) (10)	
F.	ADVERTISING EXPOSURE		APPROACH: THAN 7000 (ATEF		NON-APPROACH THAN 7000 (0)	SIDE LESS	
	COMB* RATING - APPROACH SIDE - NON-APPROACH SIDE								
	TOTAL A. TO F.								
G.	EASE OF IMPLEMENTATION								
	ENCROACHMENT REQUIRED MAJOR SITE EXCAVATION REQUIRED								
	CLEARANCES REQUIRED:								
	HBA BENCH REMOVAL REQUIRED:		YES		NO				
н.	OTHER CONSIDERATIONS								
1.	CONCRETE LANDING PAD REQUIRED		YES		NO				
			WIDTH:		LEN	IGTH:			

^{*}COMB - CANADIAN OUTDOOR MEASUREMENT BOARD
HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED



18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

- (a) City of Hamilton
 - Transport and Environment Committee
 - City Council
- (b) City of Stoney Creek
 - Engineering Committee
 - City Council
- (c) Town of Dundas
 - Planning and Development Committee
 - Town Council
- (d) Town of Ancaster
 - Planning Department, Project Supervisor
 - Town Council

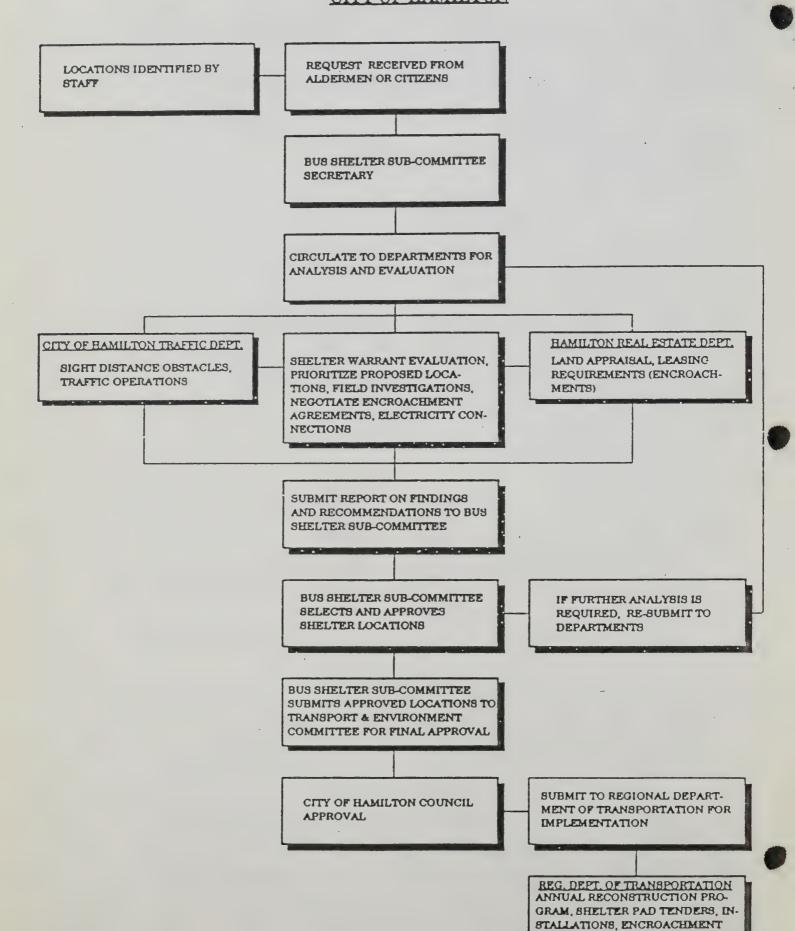
Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.

FIGURE 23

- 9 -

ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS CITY OF HAMILTON

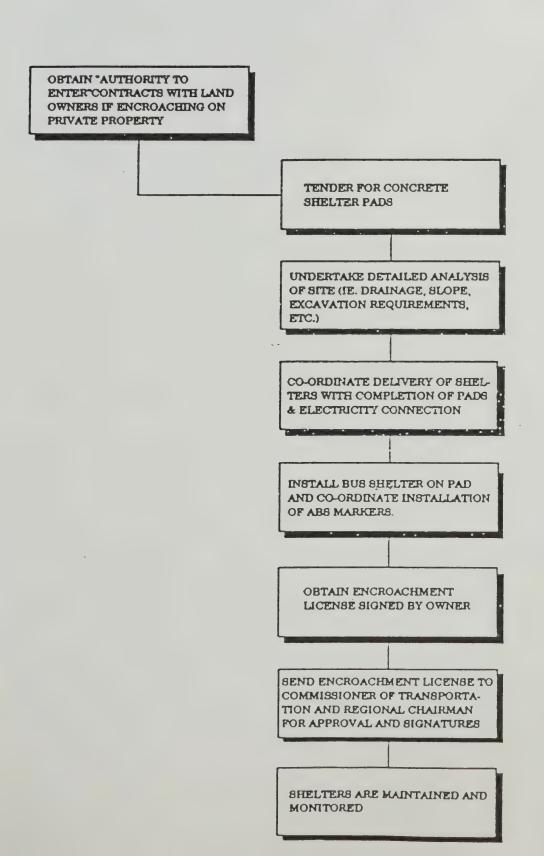


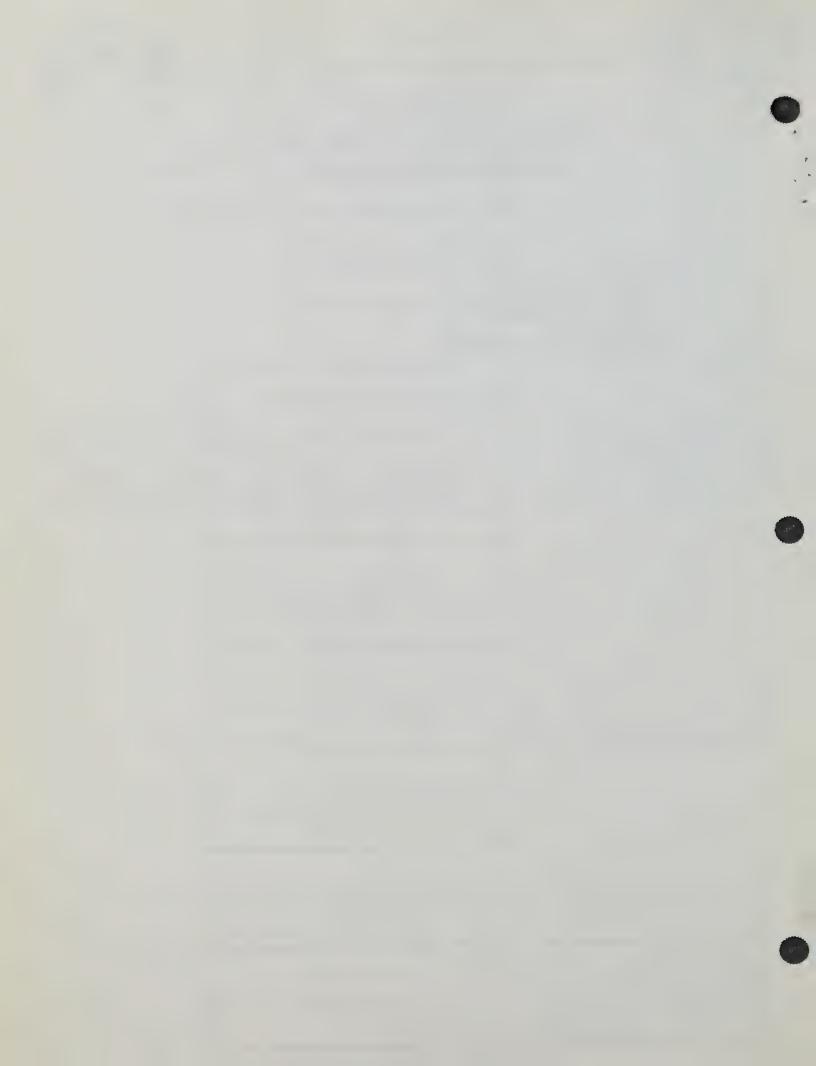


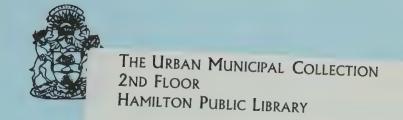
LICENSE SIGNED



FIGURE 24 ANNUAL BUS SHELTER PROGRAM IMPLEMENTATION PROCESS







NOTICE OF MEETING

DRBAN MUNICIPAL

TRANSPORT AND ENVIRONMENT COMMITTEE

MAY 12 1995

Monday, 1995 May 15 9:30 o'clock a.m. Room 233, City Hall

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

Parking on East 27th Street between Mackenzie Road and Halem Avenue Mr. Alvin Sexton

2. <u>CONSENT AGENDA</u>

3. CHIEF ADMINISTRATIVE OFFICER

Merger of Public Works and Traffic Departments

4. <u>CITY SOLICITOR</u>

Traffic Islands on King Street West between Marion Avenue and Paisley Avenue - Pedestrian Movements

5. ACTING DIRECTOR OF TRAFFIC SERVICES

1995 Traffic Signal Modernizations



6. <u>CITY ENGINEER</u> (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

Encroachment Agreement: 1205 Rymal Road East (Tabled from 1995 May 1 Transport and Environment Committee Meeting)

7. ALDERMAN B. MORELLI

Intersection Control - Beach Road and Rowanwood Avenue (No Copy)

8. OTHER BUSINESS

9. <u>ADJOURNMENT</u>



Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Intersection Control Highridge Road and Swan Street	1995 February 6	Alderman D. Agostino	Tabled for Delegation
5.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
6.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary 1995 May 15



422 East 2' Hamilton, L8V 3G7

March 24, 1995

Mr. Marty Hazell
Director, Traffic and Parking
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

FILE				
REC'D	MAR	24	190	95
	Initials			R
MFM				
HLS		フ		
RWK				
мвн			V	
RWH				
ВЈМ				
GJF				
JRW				
ERA				
CVB			/	
EWS				
YAW				
MHW				

We, the undersigned abutting residents of the West Side of East 27th Street, respectfully submit our petition requesting the members of the Transport and Environment Committee of the City of Hamilton to provide a fair solution to the parking conflict on East 27th Street, between Mackenzie Road and Halam Avenue.

We, the undersigned, are resident members of Halam Park Cooperative, and fall under the designation of "Townhouse Dwelling" as defined in the zoning by-law, definition 2.(2)A.(viib). Each townhouse has its own street number as well as its own front and back entrances. We do not fall under the "Multiple Dwelling" designation as defined in definition 2.(2)A.(viii) of the same by-law.

We are fully in our rights to submit the attached petition for serious consideration by your Committee.

Signatures on the attached petition represent 90% of all residents on the West Side of East 27th Street.

We desire to share East 27th Street with our neighbors on the East Side. We feel that the attached petition is a fair compromise for all parties concerned.

Throughout the day, East 27th Street is bare of vehicles on both sides of the street. This is inhumane and unacceptable. We would like to park on our own street. This is the submission we leave with the Committee.

We look forward to a prompt solution. Please respond in writing at your earliest convenience.

Respectfully submitted,

Alvin J Sexton

Chair, Parking Committee

Halam Park Cooperative

PETITION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE OF THE HAMILTON CITY COUNCIL

We the undersigned abutting residents of East 27th ST hereby petition the City of Hamilton
Replace (street/avenue/etc.)
ROYOUR THE EXISTING
to crect PERMIT PARKING REGULATION WITH A NO PARKING
(requested regulation)
REGULATION ON THE EAST SIDE OF THE STREET AND
REGULATION ON THE EAST SIDE OF THE STREET AND REMOVE THE EXISTING 'NO PARKING' REGULATION FROM
signs on the WEST side(s) of Fast 27 Th ST between
(north/south/east/west) (street/avenue/etc.)
HALAM AVE and MACKENZIE RD.

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Agree

Oppose

Name	Address	Telephone	with Request	Have No Opinion
Evelyn Biles	42 Cost 27h St	385-944	ZJRS	
Fenal Kabakatij	418 east 27 5t	388-6714	Jes	
JOSEPHKABAKA-9		388-6714	Tes	
Doren Page	414 East 27 +h	388-877	0 yes	
WATNE PAGE.		388-8770	yes	
Steve Page	H14 East 27th	388-8110	yes	
Debi Tanaway	412 Cast 274	389-8574	YES	
Stephen Farrance	412 EAST 27+h	389-857	1 455	
Kas Groyme	382 East 444	383 7516	Yes	
Kowj Tadens	285 Earl 51 first	385 7316	4 cs	
H mrellon	3 LO SIAST 27 741.	388-1562	71.5	
1. augustino	360 East 29th	3881562	yes	
Bernadelle Just	394 Eash 2784	353 9946	40	
Rauz Tural	394 EAST 27H St.	333-99X6	YES	

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy

INFORMATION INSERTED ON THIS PETITION BECOMES PUBLIC INFORMATION IN ACCORDANCE WITH THE MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

We the undersigned abutting residents of <u>EAST 27</u> ST. hereby petition the City of Hamilton (street/avenue/etc.) REPLACE to erect THE EXISTING PERMIT PARKING REGULATION WITH A 'NO PARKING REGULATION ON THE EAST SIDE OF THE STREET AND REMINE THE EXISTING NO PARKING REGULATION FROM WEST signs on the (north/south/east/west) side(s) of <u>EAST 27</u> ST. between (street/avenue/etc.)

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Agree

with

Oppose

Have No

Name	Address	Telephone	Request	Request	Opinion
Donna Seyton	422 8.27 1/3+	387-6260	yes		
Donna Seyfon alm 1 Sut	422 EAST 27 TH ST	387-6260	YES		

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 May 15 9:30 o'clock a.m. Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1995 May 1

B. ACTING DIRECTOR OF TRAFFIC SERVICES

- i. Parking Regulations
 - (a) West side of Balmoral Avenue South, south of Main Street East [TEC-122-95]
 - (b) East side of Spring Street [TEC-125-95]
 - (c) No. 407 Paling Avenue
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident [TEC-127-95]
 - (d) Apartment Complex at Nos. 145-149 Hess Street South Application for a Time Limit Exemption Permit [TEC-128-95]
 - (e) Nos. 291 and 284 Grosvenor Avenue North Request for Reserved "Permit Parking" Spaces for a Disabled Resident [TEC-133-95]
 - (f) No. 65 East Bend Avenue North
 Request for a Reserved "Permit Parking" Space
 for a Disabled Resident [TEC-134-95]
 - (g) South Side of Colbourne Street between MacNab Street North and Severn Street
 - (h) Kings Forest Drive, north of Nova Drive
- ii. Application to lease a portion of the boulevard of Rosslyn Avenue South adjacent toNo. 1322 King Street East, Rosslyn Retirement Home [TEC-121-95]
- iii. Closure of 1994 Traffic Capital Works Project Accounts [TEC-131-95]



COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. Incorporating certain City Land into various streets by By-law
 - Bolzano Drive
 - Cellini Avenue
- ii. Encroachment Agreements
- iii. Banner Application St. Nicholas Serbian Orthodox Church
- iv. Temporary Street Closure Paroquia de Sant Maria Festivals

D. DIRECTOR OF PUBLIC WORKS

- i. Construction of Independent Concrete Sidewalks on both sides of Rymal Road from Upper james to Springside Drive
- ii. Hired Equipment for Asphalt Planing
- iii. Hired Equipment Contractors During 1995, 1996, 1997, Public Works Department

E. <u>DIRECTOR OF PROPERTY</u>

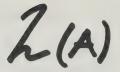
- i. Offer to Purchase City Sale (Easement) to Region Bow Valley Drive, Hamilton - Parts 1, 2, 3, 4 and 5, Plan 62R-7697
- ii. Offer to Purchase City Sale (Easement) to Region
 Lake Avenue, Hamilton Parts 1, 3, 4 and 5, Plan 62R-12941

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items



Monday, 1995 May 1st 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

There were present: Alderman B. Morelli, Acting Chairman

Mayor R. M. Morrow Alderman M. Kiss Alderman G. Copps Alderman D. Agostino Alderman T. Jackson Alderman F. D'Amico

Absent: Alderman H. Merling, Vacation

Alderman V. J. Agro, Vacation

Also present: Alderman M. Caplan

Alderman D. Wilson Alderman F. Eisenberger Alderman B. Charters

Ms. B. Price, Hamilton Safety Council Mr. E. Gera, Separate School Board Ms. G. Christmas, Board of Education

Mr. J. G. Pavelka, Chief Administrative Officer

Mr. D. Lobo, Director of Public Works

Mr. C. Firth-Eagland, Public Works Department Mr. R. Meiers, Public Works Department

Mr. R. Meiers, Public Works Department Mr. G. Aston, Roads Department Mr. H. Solomon, Traffic Department Mr. M. Hazel, Traffic Department Ms. M. Tanner, Planning Department Mr. B. O'Brien, Hamilton Street Railway Mr. E. Fisher, 554 James Street North

Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) Proposed Walkway Closure

The Committee was in receipt of a report dated 1995 April 20 from the Senior Director, Roads Department respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

- (a) That City Council enact the by-law to stop-up, close and retain the public walkway in the Vincent Neighbourhood between Nos. 300 and 304 St. Andrews Drive, more particularly described as Block F on Plan M27; and,
- (b) That the Commissioner of Transportation/Environmental Services be directed to submit the approved by-law to the Minister of Municipal Affairs for approval; and,
- (c) That the Director of Property be directed to proceed with the disposition of the said lands; and,
- (d) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act.

Subsequently the Committee approved that staff report back on a process for streamlining the closure of walkways.

(b) Outdoor Boulevard Cafe 544 James Street North Fisher's Pier 4 Pub 'n Grub

The Committee was in receipt of a report dated 1995 April 19 from the Senior Director, Roads Department respecting the subject matter.

Mr. Aston reviewed the recommendation in the background of the report. Following area residents appeared before the Committee and spoke against the outdoor boulevard cafe:

Mr. Cochericci

Ms. S. Harse

Mr. M. Toth

Ms. L. Fellipa

Mr. F. Traveli appeared before the Committee and spoke in favour of the patio.

Mr. E. Fisher, owner of Fisher's Pier 4 Pub 'n Grub at 554 James Street North, appeared before the Committee and indicated that a petition had been submitted which contained 12 signatures from 7 homes within a 50 foot radius against the cafe. He indicated that he had been involved in the north end for 40 or 50 years and that his establishment served 50% food and 50% liquor. He said that the rules for the patio cafe would be the same rules as set out on the inside and that it would not adversely affect the surrounding area.

Following considerable discussion, the Committee approved the following recommendation:

That the application of 1033291 Ontario Inc., owner of Fisher's Pier 4 Pub 'n Grub to establish an outdoor boulevard cafe at 554 James Street North, measuring a total of 350.46 square feet, onto the Wood Street East road allowance, be denied.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of 1995 April 3 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

(a) Leslie Avenue between West 34th Street and West 35th Street

The Committee was in receipt of a report dated 1995 March 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Leslie Avenue between West 34th Street and West 35th Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Templemead Drive

The Committee was in receipt of a report dated 1995 April 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south and west sides of Templemead Drive commencing at Independence Drive and extending to the south property line of No. 314 Templemead Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) North Side of King Street West, East of Cline Avenue North

The Committee was in receipt of a report dated 1995 April 3 from the
Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to allow for the existing "No Stopping" regulation on the north side of King Street West between Cline Avenue North (west leg) and a point 204 feet easterly therefrom.

(d) No. 114 Park Row North

The Committee was in receipt of a report dated 1995 April 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Edward Wilcox, No. 114 Park Row North.

(e) Highridge Avenue

The Committee was in receipt of a report dated 1995 April 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the north and west sides of Highridge Avenue between the north and west property lines of No. 238 Highridge Avenue be shortened such that the regulation commences at the north property line and extends to a point 40 feet east of the west property line of No. 238 Highridge Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) No. 310 Caroline Street South

The Committee was in receipt of a report dated 1995 April 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Caroline Street South commencing at a point 144 feet south of Markland Street and extending to a point 17 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Raymond Howison, No. 310 Caroline Street South.

(g) Apartment Building at No. 130 Hunter Street West

The Committee was in receipt of a report dated 1995 April 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue upon request, one time limit exemption permit to each of the first four eligible applicants residing in the apartment building at No. 130 Hunter Street West.

(h) No. 34 Dunsmure Road

The Committee was in receipt of a report dated 1995 April 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing entry in the City Traffic By-law No. 89-72 which provides for a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation on the south side of Dunsmure Road commencing 25 feet east of St. Clair Avenue and extending to a point 26 feet easterly therefrom, be rescinded.

(i) West Side of Caroline Street South - North of Charlton Avenue West

The Committee was in receipt of a report dated 1995 April 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Caroline Street South commencing 30 feet north of Charlton Avenue West and extending to a point 36 feet northerly, be revised, such that it is in effect from 9:00 a.m. to 5:00 p.m., Monday to Friday and that the City Traffic By-law No. 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1995 March 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way be extended 40 feet such that the regulation will commence at a point 84 feet east of the east curb line of Brigade Drive and will extend 120 feet easterly; and,
- (b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 111 feet east of the east curb line of Corsica Court and extending 31 feet easterly therefrom be revised such that the regulation commences 82 feet east of the east curb line of Corsica Court and extends 29 feet easterly; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(ii) Intersection Control

Intersection of Windrush Crescent and Lawfield Drive

The Committee was in receipt of a report dated 1995 April 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Windrush Crescent and Lawfield Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. Temporary Street Closures

(a) Golfwood Drive - Canada Day Street Party

The Committee was in receipt of a report dated 1995 April 19 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Golfwood Drive residents to temporarily close a one block area of Golfwood Drive from the intersection of Golfwood Drive and Venetian Drive to the stairs leading to Shawinigan Park on Saturday, 1995 July 1 from 3:00 o'clock p.m. to 12:00 o'clock midnight to hold a street party to celebrate Canada Day, be approved, subject to the following conditions:

- (a) That prior approval from the Chief of Police or his/her designate, be received; and,
- (b) That the applicant provide a Certificate of Insurance evidencing \$2,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

- (c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
- (d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,
- (e) That all barricading be supplied by and at the expense of the applicant; and,
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) Proposed Closure of Stuart Street Opening of Ontario Worker's Arts and Heritage Centre

The Committee was in receipt of a report dated 1995 April 21 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Ontario Worker's Arts and Heritage Centre to temporarily close Stuart Street between Bay Street and MacNab Street on Sunday, 1995 May 7, from 1:00 o'clock p.m. to 6:00 o'clock p.m. for the official opening of the Centre be approved, subject to the following conditions:

- (a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,
- (d) That all barricading be supplied by and at the expense of the applicant; and,
- (e) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,

- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(c) Boy Scout/Girl Guide Parade Saturday, 1995 May 27

The Committee was in receipt of a report dated 1995 April 19 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close Locke Street from York Boulevard to Main Street; MacNab Street from Main Street to Hunter Street and Jackson Street from MacNab Street to City Hall parking lot, on Saturday, 1995 May 27, from 8:00 o'clock a.m. to 12:00 noon, for the annual Scouts Canada/Guides Canada Parade be approved, subject to the following conditions:

- (a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,
- (d) That all barricading be supplied by and at the expense of the applicant; and,
- (e) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(d) VE Day Celebrations - Military Parade for the 50th Anniversary of the ending of World War II

The Committee was in receipt of a report dated 1995 April 20 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the VE Day Celebrations Committee of City Council to temporarily close Hess Street from Hunter Street West to King Street West; Caroline Street from Hunter Street West to King Street West and Bay Street South from Hunter Street West to King Street West on Monday 1995 May 8, from 10:30 o'clock a.m. to 12:00 o'clock p.m., for the VE Day Celebration Committee Military Parade be approved, subject to the following conditions:

- (a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,
- (b) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,
- (c) That all barricading be supplied by and at the expense of the applicant; and,
- (d) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,
- (e) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
- (f) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (g) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(ii) 1995 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1995 April 19 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the portion of Section 9, of the Ninth Report of the Transport and Environment Committee for 1989 which was adopted by City Council on 1989 April 25, which refers to the approval of the engineering schedules for "Ridgeview Estates Phase 3", Hamilton, be rescinded; and,
- (b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

" RIDGEVIEW ESTATES - PHASE 3 ", Hamilton (Revised Schedules)

" WISEMOUNT ESTATES - PHASE 7 ", Hamilton

City's Share \$ Nil Subdivider's Share \$ 50,777.98; and,

- (c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Ridgeview Estates -Phase 3" and "Wisemount Estates - Phase 7", and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,
- (d) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered; and,
- (e) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

D. DIRECTOR OF PUBLIC WORKS

(i) Construction of an Independent Concrete Sidewalk on the South Side of Brampton Street between Woodward Avenue and Dunn Avenue

The Committee was in receipt of a report dated 1995 April 19 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the construction of an independent concrete sidewalk on the south side of Brampton Street between Woodward Avenue and Dunn Avenue be proceeded with as a local improvement at an estimated cost of \$17,560.; and.
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

(ii) Local Improvements

Construction of Independent Concrete Sidewalks on both sides of Stone Church Road (Between Upper Gage Avenue and Upper Wentworth Street)

The Committee was in receipt of a report dated 1995 April 19 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That City Council enact the by-law to authorize construction of local improvements of an independent concrete sidewalk for the following locations:

- (a) On the north side of Stone Church Road from Upper Gage Avenue to approximately 61 m west of Rambo Street (east limit of No. 749 Stone Church Road); from approximately 107 m west of Rambo Street to approximately 222 m west of Upper Sherman Avenue; from approximately 383 m west of Upper Sherman Avenue to approximately 26 m westerly (Hydro property); and,
- (b) On the south side of Stone Church Road from Upper Gage Avenue to approximately 83 m westerly (east limit of No. 41 Epic Place); from Leaway Avenue to Eleanor Avenue; and, from approximately 37 m west of Eleanor Avenue to approximately 30 m east of Ridgemount Drive.

(iii) Construction of Independent Concrete Sidewalks on Upper Gage Avenue between the Freeway and Stone Church Road

The Committee was in receipt of a report dated 1995 April 6 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the construction of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive; from approximately 72 m south of Loconder Drive (south limit of No. 1285) to Loconder Drive and on the west side of Upper Gage Avenue from Stone Church Road to approximately 89.5 m north of Robertsfield Drive (south limit of No. 1304); from approximately 120 m north of Robertsfield Drive (north limit of No. 1300) to Loconder Drive and from approximately 74 m north of Loconder Drive (north limit of No. 1250) to approximately 84 m northerly (north of limit of No. 1232) proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$88,000. with a City's Share of \$17,217.50 and Owner's Share of \$70,782.50 all as provided in the 1995 portion of the 1995 2004 Capital Budget; and,
- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

(iv) 1995 Supply and Delivery of Various Trees

The Committee was in receipt of a report dated 1995 April 20 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued in the amount of \$66,281. taxes included to Connon Nurseries, Neil Vanderkruk Holdings Incorporated for the supply and delivery of trees for various sites being the lowest of seven tenders received in accordance with Purchasing Division specifications and be financed from various accounts including Account Nos. CH51697 60999, CH56398 62903, CH56103 61402 and CH56103 60402.

(v) Concrete Recycling into Granular "A"

The Committee was in receipt of a report dated 1995 April 19 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued in the amounts of \$29,906. to Waterford Crushing, Waterford, for concrete crushing at B. A. Court Yard and for \$78,458. to Hard Rock Paving, Port Colborne, for concrete crushing at Brampton Street Yard being the lowest tenders received in accordance with the Purchasing Division specifications and be financed from Stock Account No. CH56197 60999.

E. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

Information Reports

The Committee was in receipt of a report dated 1995 April 25 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the following information reports which were previously distributed to the Committee, be received:

Date	From	Subject	Date Distributed
1995 March 30	Doug Lobo, Director of Public Works	City of Hamilton/Green Streets Canada Tree Planting Update	1995 April
1995 March 31	Doug Lobo, Director of Public Works	Prune, Water and Feed for Healthy Trees - Brochure	1995 April
1995 April 5	Doug Lobo, Director of Public Works	Scavenging of Recyclable Materials	1995 April 6
1995 April 19	Chief G. Baker Hamilton Fire Department	Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing) 15 Biggar Avenue	1995 April 20
1995 April 20	Doug Lobo, Director of Public Works	Inventory Management - Public Works Department	1995 April 21
1995 April 24	Ontario Good Roads Association	Municipal Routes	1995 April 24
1995 April 25	Secretary, Transport and and Environment Committee	Special Transport and Environment Committee Meeting 1995 May 15	1995 April 25

3. **DIRECTOR OF TRAFFIC SERVICES**

(a) Intersection of Upper Kenilworth and Landron Avenue

The Committee was in receipt of a report dated 1995 April 19 from the Director of Traffic Services respecting the subject matter.

Alderman Jackson indicated that he had received a 40-name petition in favour on the all-way stop at this intersection. He added that accidents had occurred at this intersection and that intersection control would improve the situation greatly.

Following further discussion, the Committee approved the following amended recommendation:

That all-way stop control be implemented at the intersection of Upper Kenilworth Avenue and Landron Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 170 Maplewood Avenue Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

> The Committee was in receipt of a report distributed at the meeting dated 1995 April 26 from the Director of Traffic Services respecting the subject matter.

> Following a brief discussion, the Committee approved the following recommendation:

> That the existing "Permit Parking" regulation on the south side of Maplewood Avenue which commences at a point 39 feet west of Cedar Avenue and extends to a point 20 feet westerly therefrom be removed and that the City Traffic Bylaw No. 89-72 be amended accordingly.

COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES 4.

Encroachment Agreement - No. 1205 Rymal Road East (a)

> The Committee was in receipt of a report dated 1995 April 21 from the Senior Director, Roads Department respecting the subject matter.

> At the request of Alderman Jackson, the Committee agreed to table the item for further discussion.

(b) 1995 Transit Shelter Program

The Committee was in receipt of a report dated 1995 April 13 from the Commissioner of Transportation/Environmental Services respecting the subject matter.

Alderman Jackson requested the Hamilton Street Railway to advise the ward alderman if and when the shelters would be installed.

Following further discussion, the Committee approved the following recommendation:

- That City Council approve the 58 proposed transit shelter locations in (a) the City of Hamilton, attached hereto as Appendix "A", as candidate shelter locations for the 1995 Hamilton Street Railway Program; and,
- (b) That the Hamilton Street Railway install 10 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements; and,
- (c) That the remaining candidate shelter locations which do not receive a shelter through the 1995 Hamilton Street Railway Shelter Program be considered for future years.

5. **ADJOURNMENT**

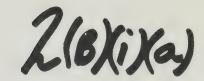
There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson Secretary

ALDERMAN B. MORELLI, ACTING CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

1995 May 1st



- RECOMMENDATION -

DATE:

1995 April 18

File No. [TEC-122-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Director of Public Works

SUBJECT:

West side of Balmoral Avenue South, South of Main

Street East - Request for a Taxi Stand.

RECOMMENDATION:

That the five existing parking meters on the west side of Balmoral Avenue South, south of Main Street East, be replaced with a "Taxi Stand, 8:00 a.m. to 1:00 a.m., seven days a week" regulation commencing at Main Street East and extending to a point 142 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. There will be an undetermined but insignificant loss in revenue associated with the removal of five parking meters.

BACKGROUND:

Alderman Dave Wilson has advised of concerns regarding illegal parking by taxis on the north side of Main in front of the Delta Bingo Hall, 1124 Main Street East, and has requested that a taxi stand be implemented in the vicinity of the bingo hall. The Traffic Department is also concerned that when taxis are stopped on the south side of Main in this area, pedestrians must walk into the roadway from between these vehicles and H.S.R. bus

operators must load/unload passengers from the second curb lane, effectively stopping all eastbound traffic for short time periods. Previous attempts by the Parking Control Section to move the illegally parked taxis have been futile since available curb space is limited and the taxis wish to be as close as possible to the front doors of the Bingo Hall.

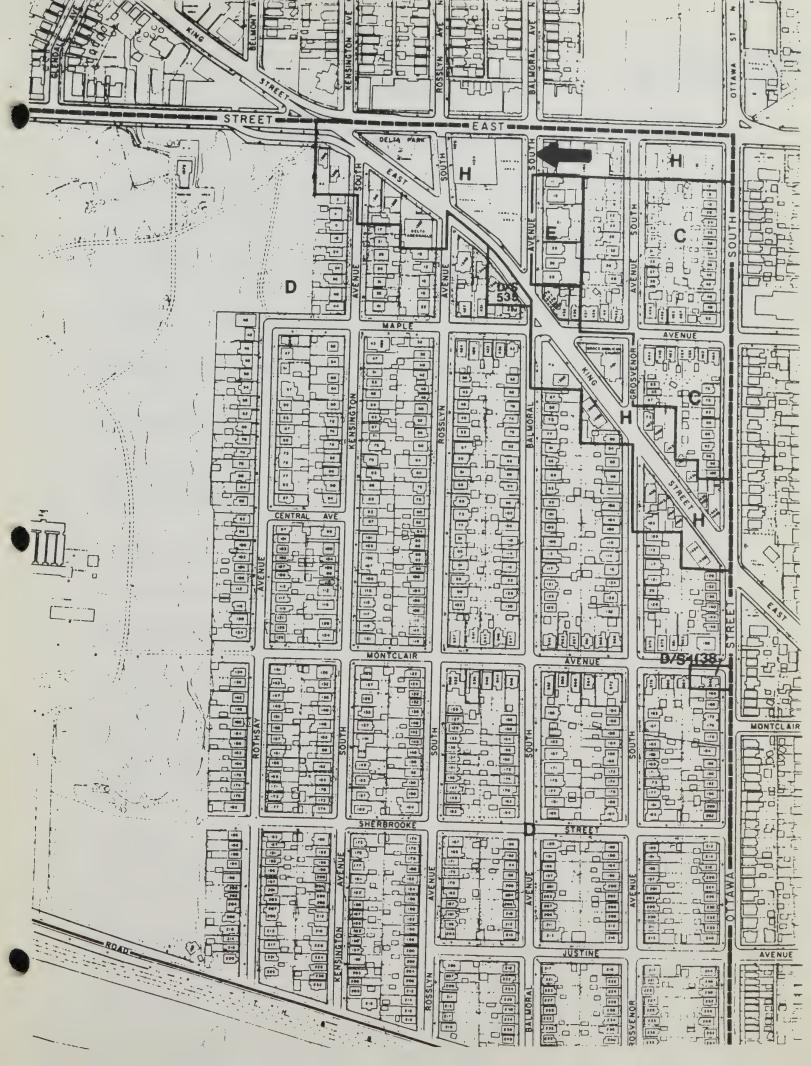
After discussions with the Licencing Division of the City Clerk's Department, representatives of three taxi companies, Alderman Dave Wilson, and Mr. Mike Serwatuk, Operator of the Delta Bingo Hall, it was agreed that the appropriate location for a taxi stand would be the west side of Balmoral, south of Main. Presently, there are five one-hour parking meters in this area, and the east side of the street is signed "No Parking".

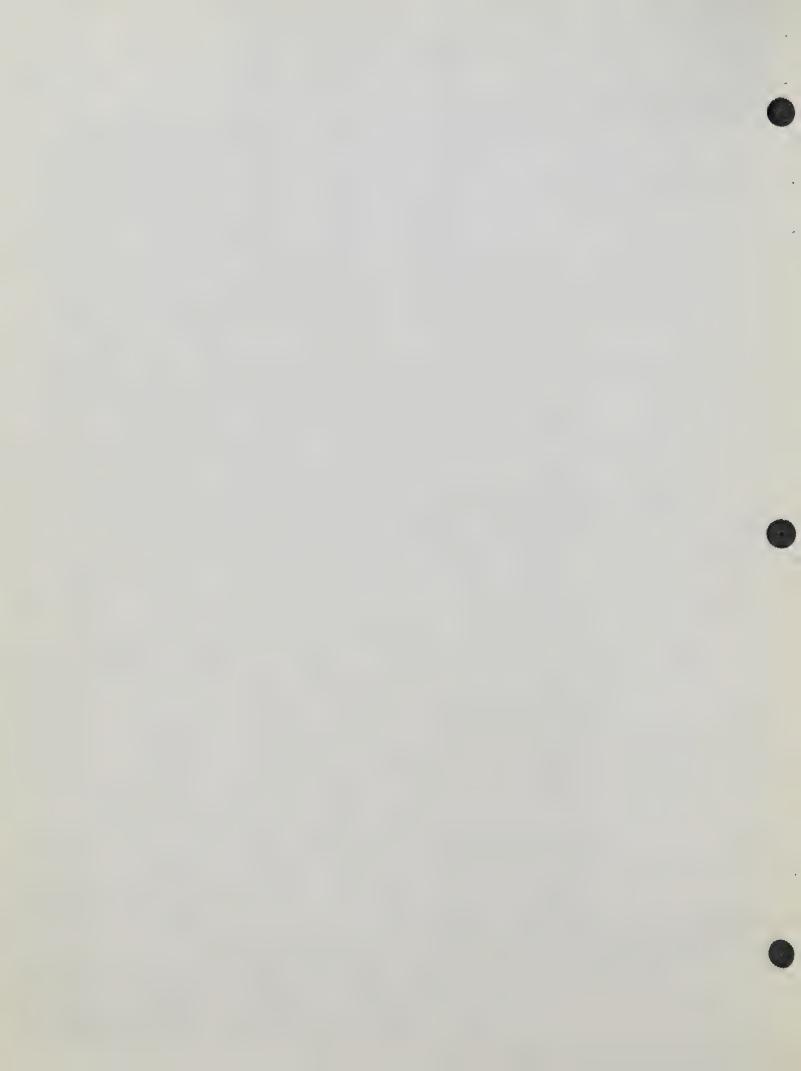
The Traffic Department has been advised that the bingo events run from 8:30 a.m. to 1:00 a.m., seven days a week. Thus, it would be appropriate to limit the hours of the taxi stand such that parking may occur from 1:00 a.m. to 8:00 a.m.

There will be an undetermined but insignificant loss of revenue associated with the removal of the five parking meters.

The implementation of the proposed taxi stand would provide an alternative location in close proximity to the front doors of the Bingo Hall and would assist the Parking Control Section with moving illegally parked taxis on Main Street in this area.

CVB/MH/ca





Zlexix6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 19

File No: TEC-125-95 / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

East Side of Spring Street - Parking Regulations.

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Spring Street commencing at a point 124 feet north of Jackson Street East and extending to a point 24 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

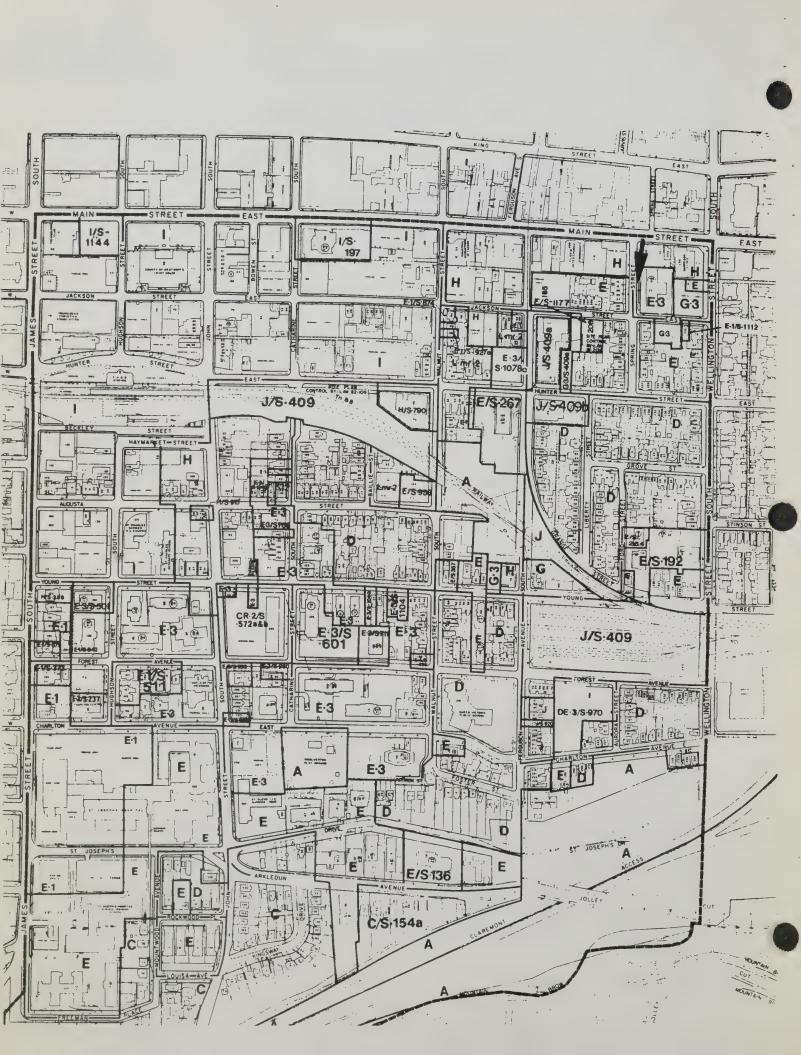
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Jaffray, Superintendent of the Main-Well Apartment building at No. 23 Spring Street, that a "No Parking" regulation be implemented on the east side of the street in front of his building to provide an on-street loading and unloading area for larger vehicles that cannot be accommodated on the private property.

Spring has a 30 foot pavement width and presently, there are "No Stopping" driveway clearances on the east side in this area except for a 66 foot section of unrestricted parking directly in front of No. 23 Spring Street. There is a "No Parking" regulation on the west side of the street in this area. The implementation of the requested regulation would eliminate only one on-street parking space directly in front of Mr. Jaffray's building. However, virtually all area residents have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT/CVB/kg





- RECOMMENDATION -

DATE:

1995 April 20

File No: [TEC-127-95] / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

No. 407 Paling Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 117 feet north of Vansitmart Avenue and extending to a point 23 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue one parking permit to

Ms. Emily Lampman, No. 407 Paling Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

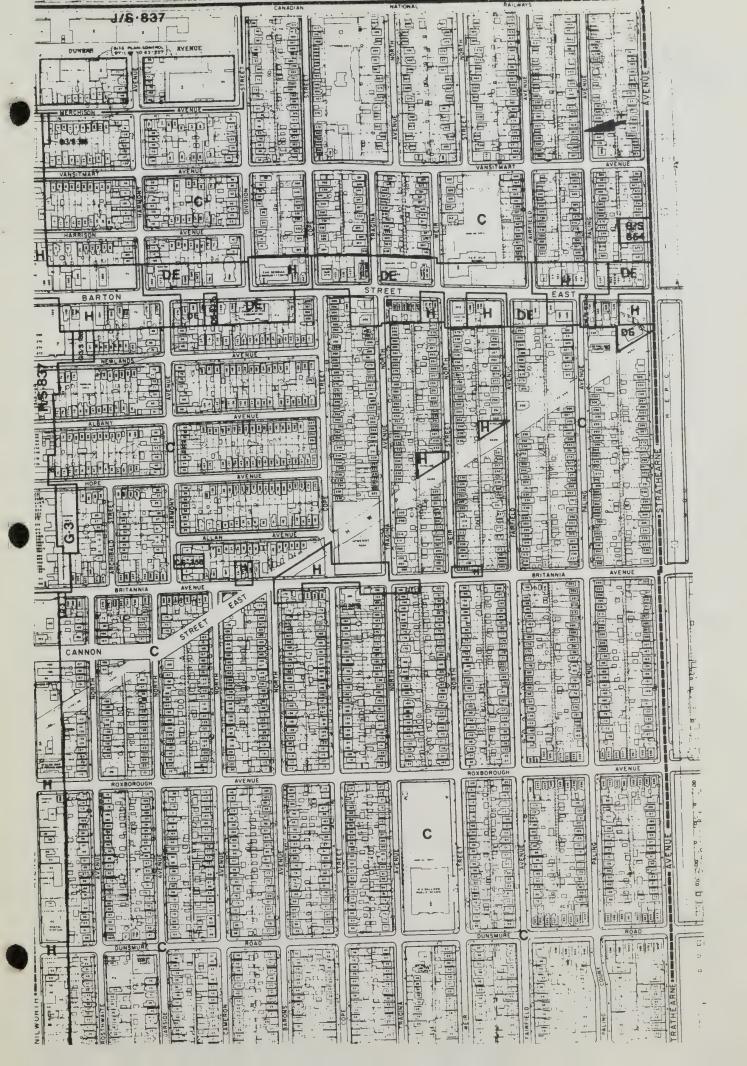
BACKGROUND:

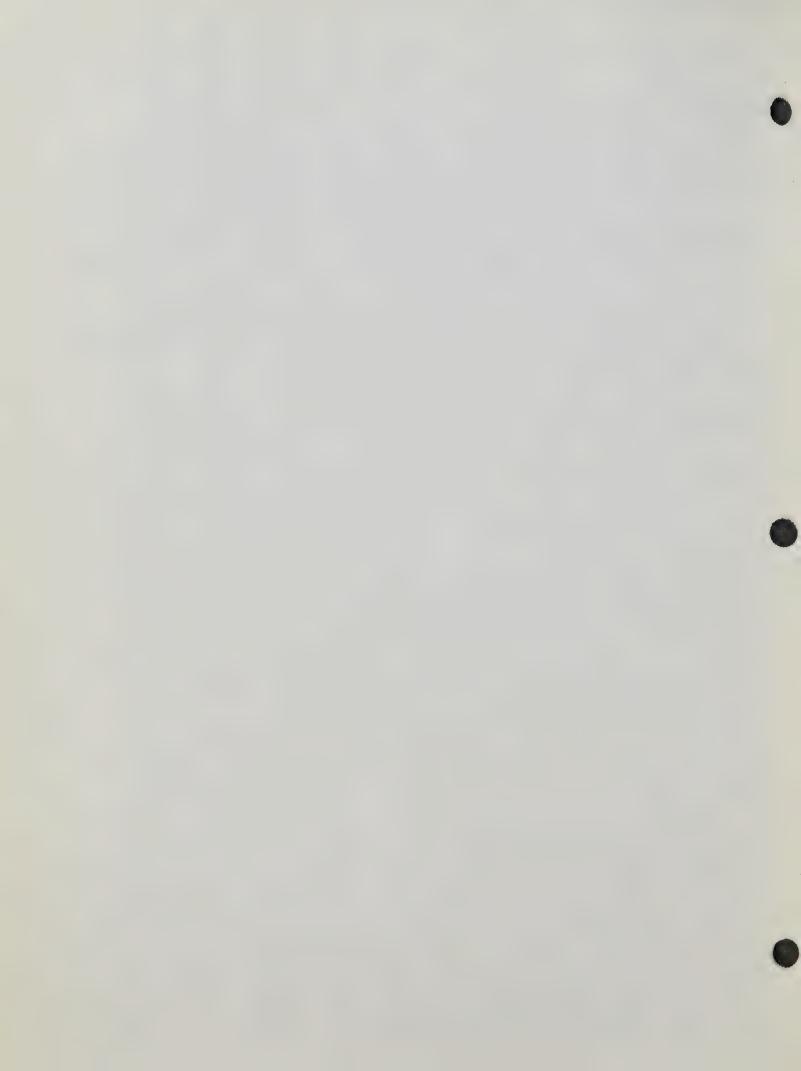
The Traffic Department received a request from Ms. Emily Lampman, 407 Paling Avenue, that a reserved "Permit Parking" space be designated on the west side of Paling Avenue in front of her home since she is disabled.

Paling has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Lampman possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

A MIT/CVB/kg







Munay It. Main

- RECOMMENDATION -

DATE:

1995 April 20

File No: [TEC-128-95] / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

Apartment Complex at Nos. 145-149 Hess Street South -

Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first ten eligible applicants residing in the apartment complex at Nos. 145-149 Hess Street South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$240. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

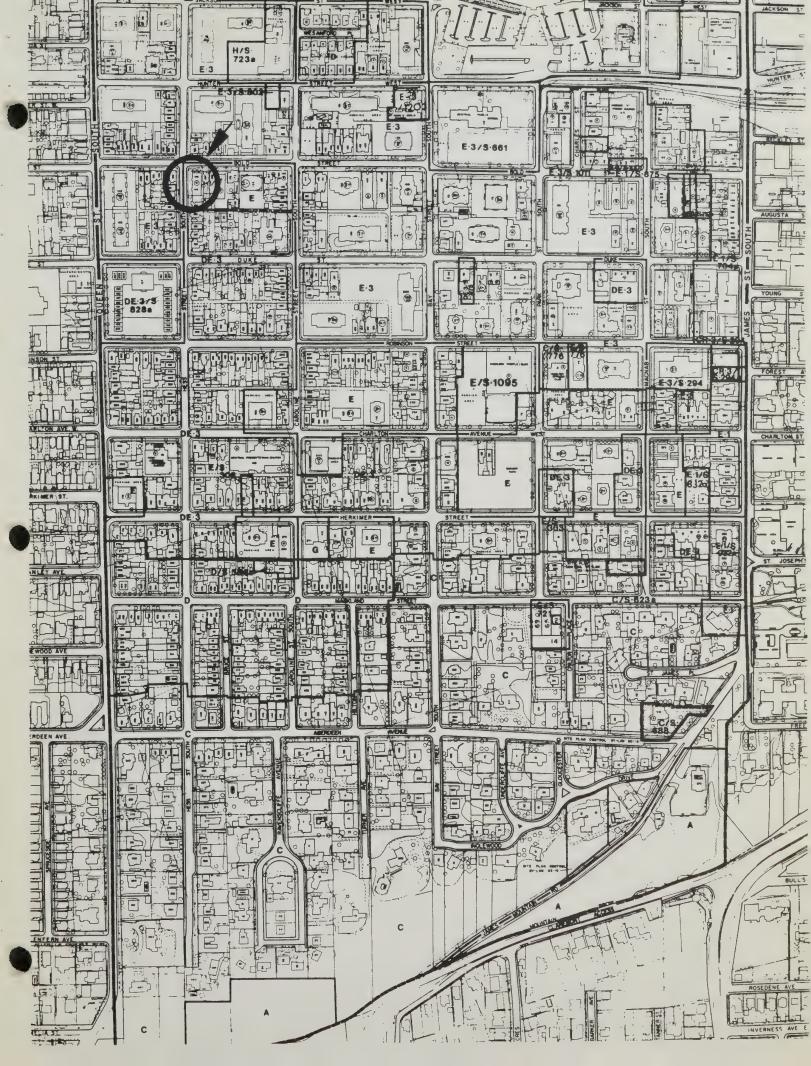
The Traffic Department received a request from Mr. Larry Stargratt, Nos. 145-149 Hess Street South, that Time Limit Exemption Permits be issued to residents of this building.

The subject apartment building is located on the southeast corner of Bold and Hess, and Mr. Stargratt has advised that he will be moving into this building on May 1st of this year and that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation revealed that there are 12 dwelling units in the subject apartment

complex, and that there are no off-street parking spaces available on the private property. Past practice of the Committee has established a policy that generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of ten off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of ten off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that Hess Street South is heavily parked during the day in this area. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of ten Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, the Traffic Department supports this request and it would be appropriate to issue a maximum of ten parking permits to the residents of this building on a first come first served basis.







2(BXiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 11

File No: TEC-133-95 / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

Nos. 291 and 284 Grosvenor Avenue North - Request for Reserved "Permit Parking" Spaces for a Disabled Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Grosvenor Avenue North commencing at a point 392 feet south of Barton Street East and extending to a point 24 feet southerly therefrom and on the east side commencing at a point 389 feet south of Barton Street East and extending to a point 29 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Frank Whitelaw, No. 291 Grosvenor Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

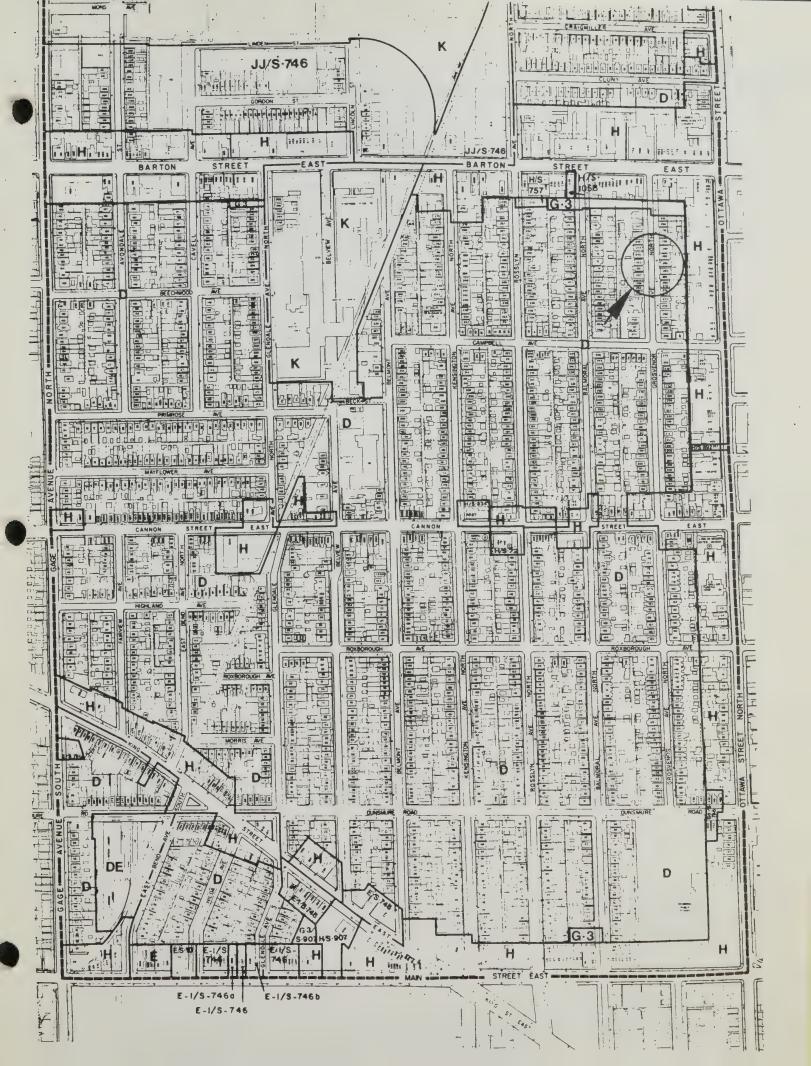
BACKGROUND:

The Traffic Department received a request from Mr. Frank Whitelaw, 291 Grosvenor Avenue North, that a reserved "Permit Parking" space be designated on both sides of Grosvenor Avenue North in front of his home and in front of No. 284 Grosvenor Avenue North since he is disabled.

Grosvenor has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved space on a year round basis. Mrs. Nettie Zadvorny, No. 284 Grosvenor Avenue North has stated that she supports the installation of the requested regulation in front of her home for Mr. Whitelaw.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Whitelaw possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/ca





2(BXiXf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 1

File No: TEC-134-95 / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

No. 65 East Bend Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of East Bend Avenue North commencing at a point 44 feet south of Cannon Street East and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Mavis Letten, No. 1024 Cannon Street East.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

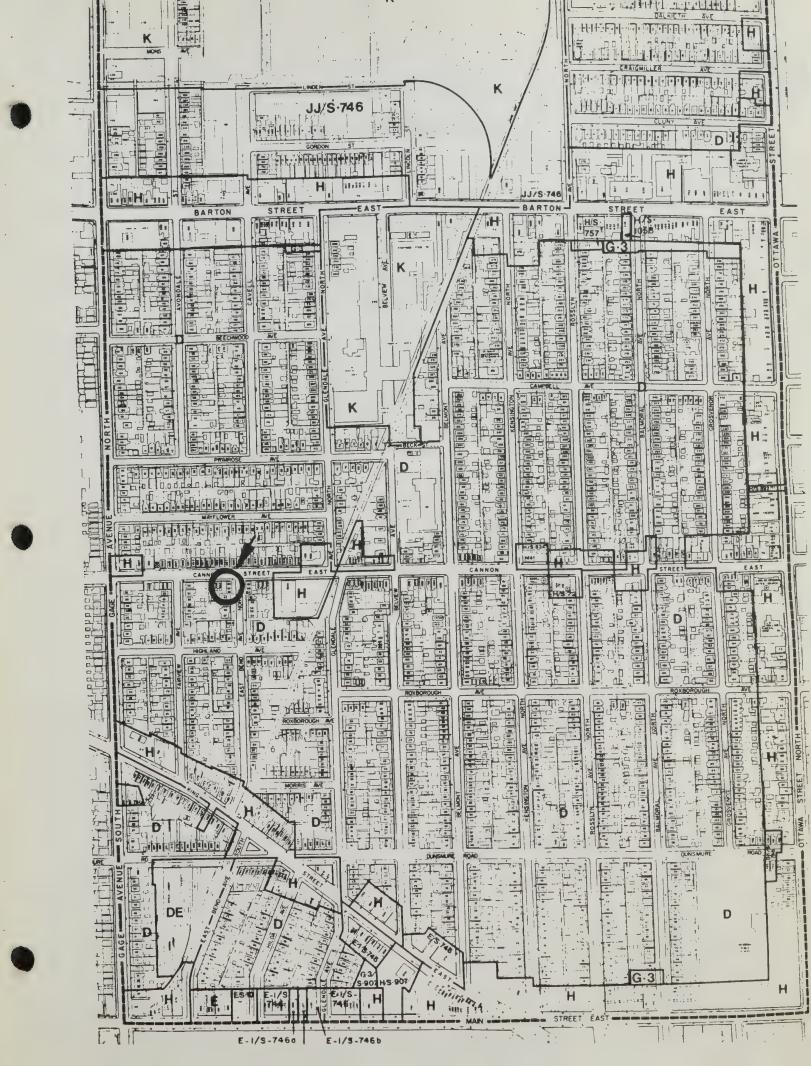
The Traffic Department received a request from Ms. Mavis Letten, No. 1024 Cannon Street East, that a reserved "Permit Parking" space be designated on the west side of East Bend Avenue North in front Mrs. Prizrenac's property, No. 65 East Bend Avenue North since Ms.

Letten is disabled. The Traffic Department has contacted Mrs. Prizrenac and she has stated that she supports the requested regulation in front of her property.

East Bend has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Letten has advised that she was unable to get permission from a resident on the east side of East Bend and that a reserved parking space only on the west side of the street would be sufficient.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled resident's homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Letten possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property at No. 1024 Cannon Street East. Therefore, the Traffic Department concurs with the request.

MT/CVB/ca







- RECOMMENDATION -

DATE:

1995 April 19

File No: [TEC-123-95] / Author: M. Trink

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

South Side of Colbourne Street between MacNab Street

North and Severn Street - Parking Regulations.

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Colbourne Street which commences at MacNab Street North and extends to a point 94 feet easterly therefrom be replaced with a "Permit Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly; and
- b) That the Director of Traffic Services be authorized to issue upon request, one parking permit to the residents of Nos. 17, 19, 21, 22 Colbourne Street and two parking permits to the resident of No. 24 Colbourne Street, to a maximum of six permits on a first come first served basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$144. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

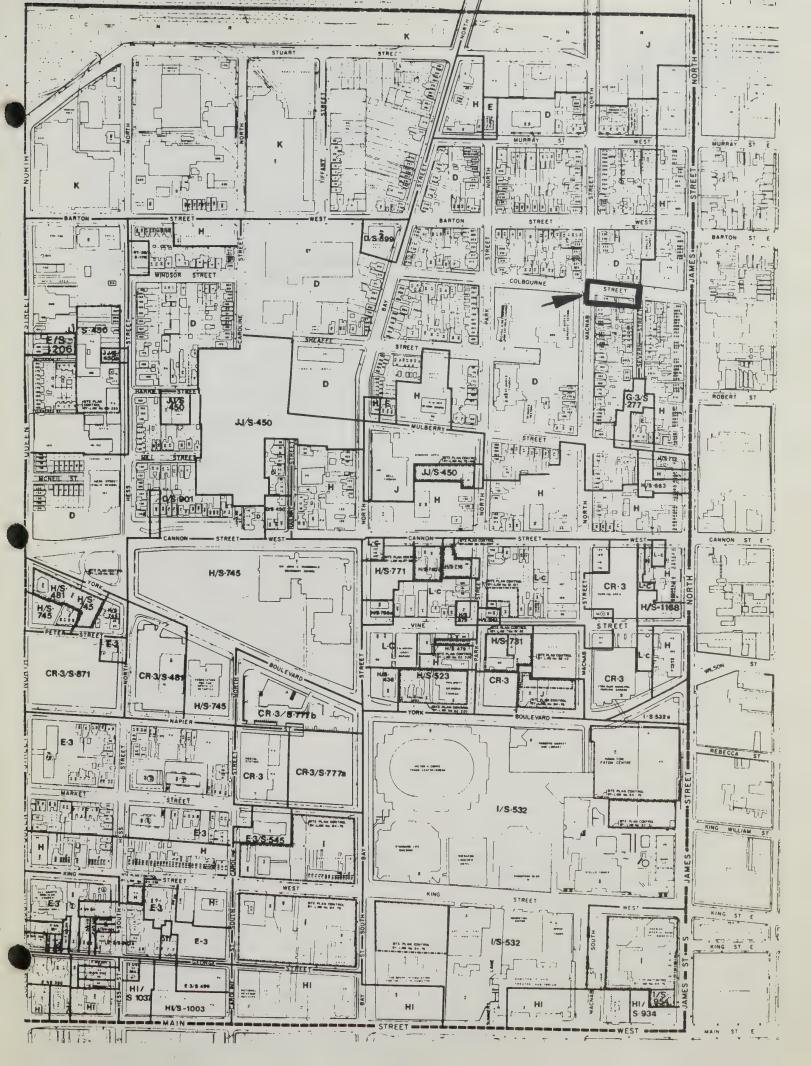
BACKGROUND:

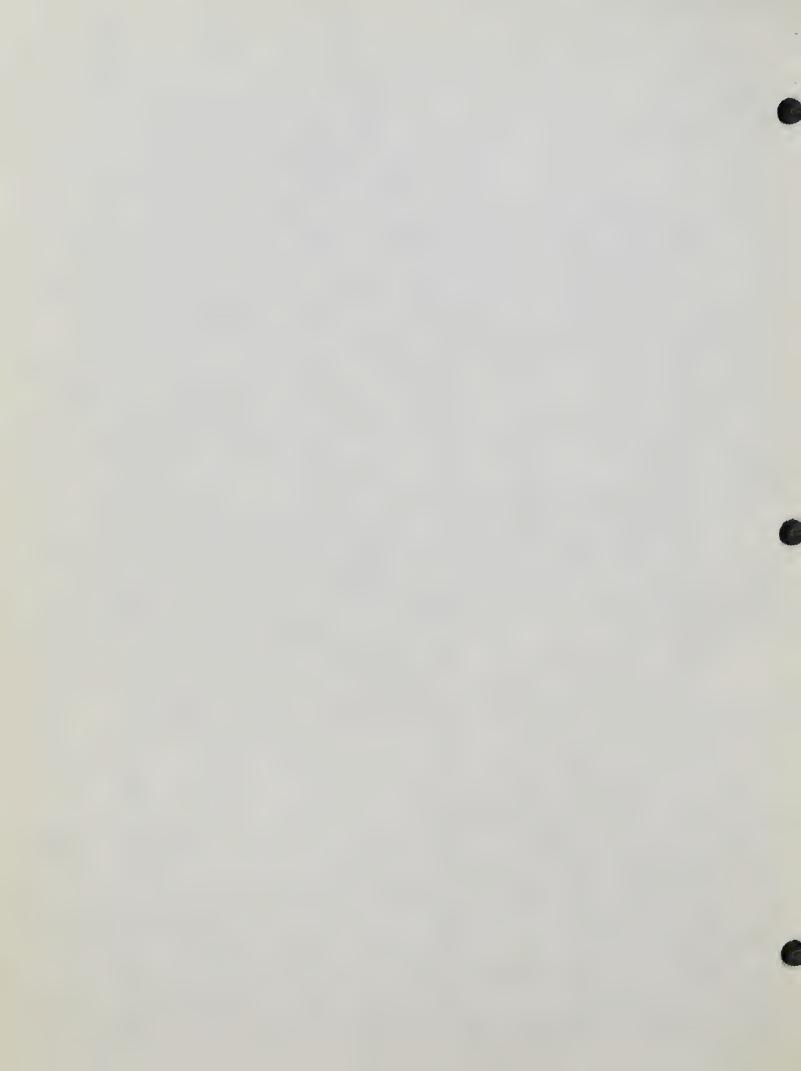
The Traffic Department has received a concern from Mr. Gary D'Aurelio, No. 21 Colbourne Street, that six reserved parking permits were issued for only three "Permit Parking" spaces on the south side of Colbourne Street between MacNab Street North and Severn Street.

Colbourne has a 29 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in the westerly half and a "Permit Parking" regulation in the easterly half of the block between MacNab and Severn. Prior to July 1991 there was a "Permit Parking" regulation on the entire block. However, in July 1991, City Council approved a recommendation to shorten the "Permit Parking" regulation on the south side of Colbourne between Severn and MacNab and to implement a parking time limit for half the block. The changes were requested by Alderman Vince Agro on behalf of residents of MacNab who were concerned about parking shortages. At that time, only one of the five abutting residents on Colbourne had purchased a permit for the "Permit Parking" area.

Traffic Department records indicate that some residents of MacNab have been issued time limit exemption permits which would exempt their vehicles from any signed time limit in the area. However, periodic observations revealed that parking in the time limit area is by short term non-residents, since none of the vehicles parked in this area displayed time limit exemption permits. Therefore, since the residents of MacNab are rarely, if ever, parking on Colbourne, and since six permits are now required by residents on Colbourne, the Traffic Department recommends that the existing time limit be replaced with a "Permit Parking" regulation.









- RECOMMENDATION -

DATE:

1995 May 08

File No. [TEC-138-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Director of Public Works

SUBJECT:

King's Forest Drive, north of Nova Drive - Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on King's Forest Drive such that parking is prohibited:

- on the west side of the street commencing at a point 68 feet north of Nova Drive and extending to a point 20 feet northerly therefrom, during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
- on the east side of the street between Nova Drive and a point 92 feet northerly therefrom from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In December of 1994, City Council approved a request from Mrs. Grant, 45 Nova Drive, that a corner clearance be implemented at the intersection of King's Forest and Nova adjacent to her property to facilitate turning movements at the intersection. After the sign was erected, the Traffic Department received complaints from Mrs. Forrester, 206 King's Forest Drive, who requested that the subject corner clearance be shortened to provide one additional on-street parking space in this area.

The Traffic Department reviewed this request and determined that reducing the 88 foot corner clearance to 68 feet would be a reasonable compromise between the needs of the motoring public and the parking needs of the abutting residents, and the City Council, on 1995 January 31, approved the shortening of the corner clearance by 20 feet.

Mrs. Grant, Mrs Forrester and Mr. Love, 209 King's Forest, are still concerned about the parking regulations and Alderman Tom Jackson recently convened a meeting on-site to discuss their concerns. The consensus of the three residents is that the parking space on the west side immediately to the north of the corner clearance, as well as the three spaces on the east side opposite the corner clearance should be controlled by an "Alternate Side Parking" regulation, to facilitate driveway movements. The Traffic Department is concerned that the signing in this area may be confusing to some motorists, but the request is consistent with the practice of removing parking on one side of narrow streets such as this. Therefore, while the three residents all support the proposed "Alternate Side Parking" regulation at this time, it might be appropriate to implement the regulations on a trial basis and monitor the situation for enforcement difficulties, etc.

CVB/MH/ca

2(BXii)

- RECOMMENDATION -

DATE:

1995 April 18

File No. [TEC-121-95] Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng. Director of Traffic Services

SUBJECT:

Application to lease a portion of the boulevard of

Rosslyn Avenue South adjacent to No. 1322 King Street

East, Rosslyn Retirement Home.

RECOMMENDATION:

That the application of Sharon Raven, General Manager of the Rosslyn Retirement Home, 1322 King Street East to lease a portion of the boulevard of Rosslyn Avenue South adjacent to No. 1322 King Street East be approved, provided that:

- the application pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$60.82 per space per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time (\$50.00 registration fee, as approved by the City Council on 1986 January 14.
- the owner pays a one time \$214.00 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

 | Warranger | City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be \$182.49 per year.

BACKGROUND:

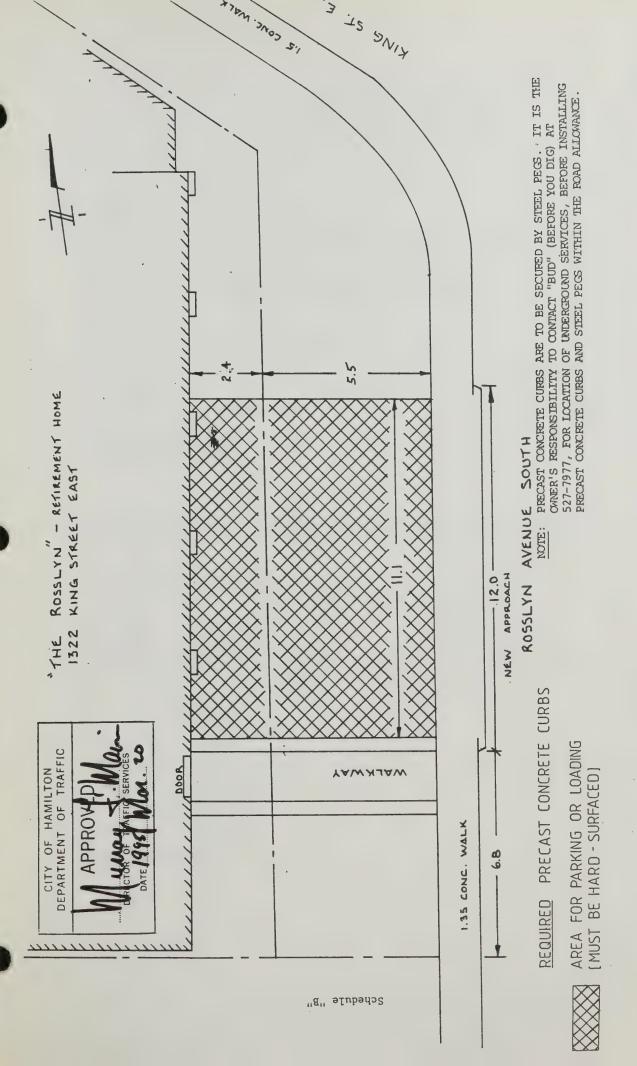
Sharon Raven, General Manager of the Rosslyn Retirement Home, 1322 King Street East has applied for permission to lease a portion of the road allowance of Rosslyn Avenue South adjacent to the commercial property at No. 1322 King Street East to park four vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$469.26 which represents the first annual leasing fee (\$195.26 including G.S.T.) and encroachment insurance (\$10.00), as well as the one time registration fee (\$50.00) and one time processing fee (\$214.00 including G.S.T.).

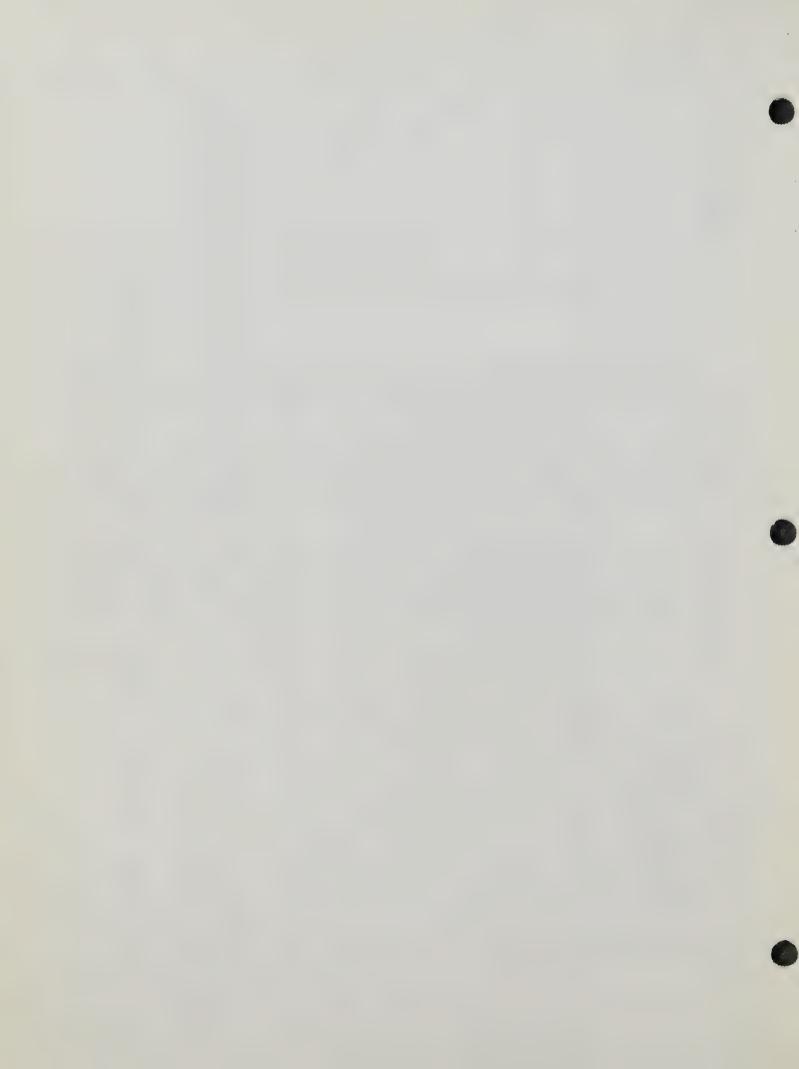
CVB/MH/ca

c.c. Ms. P. Noé Johnson, City Solicitor



PLAN OF SURVEY THIS IS NOT A

> DIMENSIONS IN METRES SCALE: 1: 100



2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 28

File No. [TEC-131-95] Author: H. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

Closure of 1994 Traffic Capital Works Project Accounts.

RECOMMENDATION:

That the City Treasurer be directed to close the following two capital project accounts with the excess funding to be transferred to its original source of funding:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To-Date	Balance Available	Source of Funding
759351007	Traffic Signal - Limeridge Mall East Exit	\$65,000.00	\$43,206.90	\$21,793.10	Reserve for Capital Projects
759449010	Pedestrian Priority Traffic Signals	\$60,000.00	\$38,571.90	\$21.428.10	Reserve for Capital Projects

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Both projects were completed substantially under budget. The available balance will be returned to the reserve for Capital projects for other Capital projects as approved by Council.

BACKGROUND:

A full traffic signal was installed at the intersection of Limeridge Mall exit and Limeridge Road East as a collision counter-measure. Two pedestrian priority signals were installed in 1995, located at James Street North and Simcoe and Cannon Street East at Balmoral. Each of these projects was completed under budget and as per the standard procedure, it is recommended that the remaining funds allocated for these projects be returned to the original source of funding.

THES/ca

c.c. Mr. Allan C. Ross, Treasurer

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 4

S702-44 G. McGuire

REPORT TO:

K. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P.Eng.

Senior Director Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-25)

RECOMMENDATION:

a) That the following City land be incorporated into various streets:

Bolzano Drive

Part 1

Plan 62R-11382

Cellini Avenue

Blocks 19 & 20

Plan 62M-643

- b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

E. M. Gill, P. Eng.

Tled Gan

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

- Page 2 -1995 May 4 Incorporating certain City land into various streets by By-Law. (R-95-25)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated		Reason for being Incorporated	File No.
Bolzano Drive	Part 1, 62R-11382	N/A	To provide access to Bar - Brock Estates - Phase #3	S702-44
Cellini Avenue	Blocks 19 and 20, Plan 62M-643	N/A	To complete the width of Cellini Avenue	S702-44

cb:GM/KL encls. (JM

cc/Mr. F. Angelici, Planning Department cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1, PLAN 62R-11382 INTO BOLZANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Bolzano Drive within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Bolzano Drive.

Part of Lots 7 and 8, Concession 8, in the geographic township of Barton, designated as Part 1, Plan 62R-11382.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said land.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCKS 19 & 20, PLAN 62M-643 INTO CELLINI AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Cellini Avenue within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Cellini Avenue.

Blocks 19 and 20, Plan 62M-643.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said land.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk

Mayor

2(c)(ii)

- RECOMMENDATION -

DATE:

May 4, 1995

T103-51 M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Encroachment Agreements (R-95-26)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

-Page 2-May 4, 1995

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

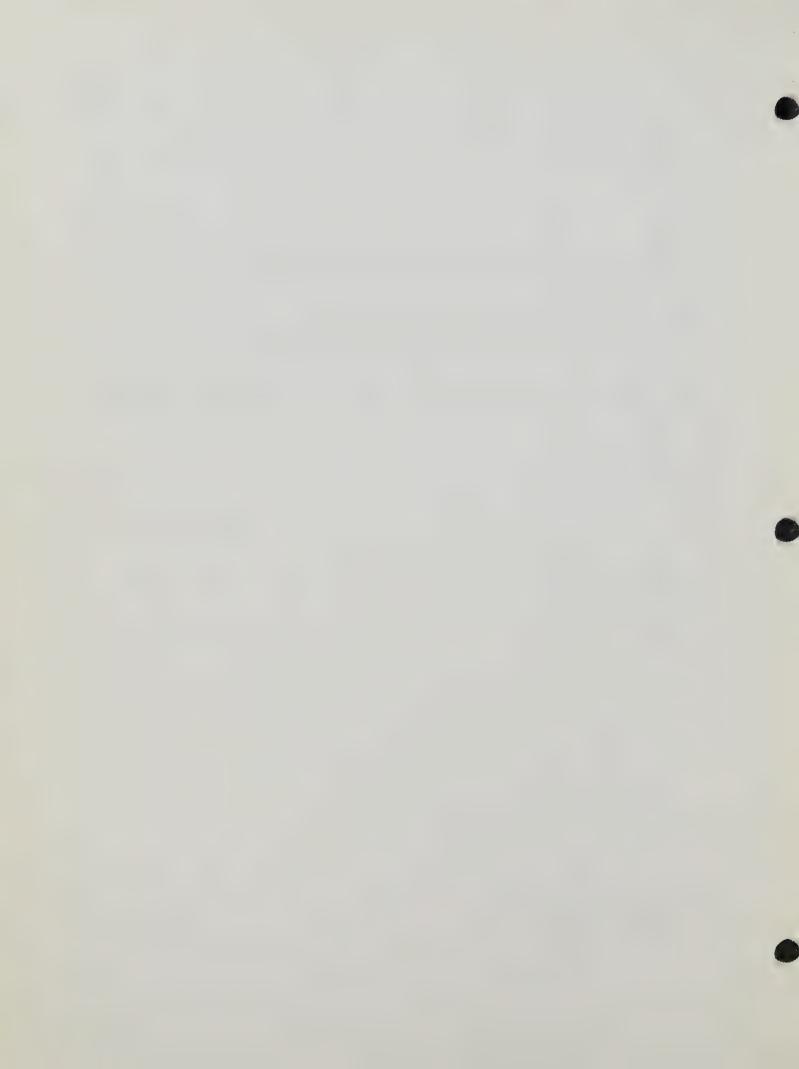
We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.



cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: May 30, 1995

Location	Owner	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
114 Burton St.	Amorim	Steps 0.09m x 0.94m	Borkovich & Ingrassia	138/20	T103 50 (1164)
255 Hess St S	C.Levasseur,L.Rollo	Steps 1.82m x 0.3m	M .Rollo	138/20	T103 50 (1166)
236 Brucedale Ave E	Ford	Verandah and Steps 1.4m x 4.37m	Millar, Alexander	138/20	T103 50 (1168)
208 Ray St N	Gusenbauer	Front porch 2.26m x 0.55m and Steps 0.84m x 0.99m	Ronald J. Nightingale	138/20	T103 50 (1169)



- RECOMMENDATION -



DATE:

1995 May 10

T103-37 M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Banner Application (R-95-27)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of St. Nicholas Serbian Orthodox Church to display a promotional banner across Main Street West, in front of City Hall, advertising the Serbian National Federation Basketball Tournament, from May 18, 1995 to May 21, 1995, with the following message:

"WELCOME DEAR GUESTS"
"DOBRO NAM DOSLI DRAGI GOSTI"

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

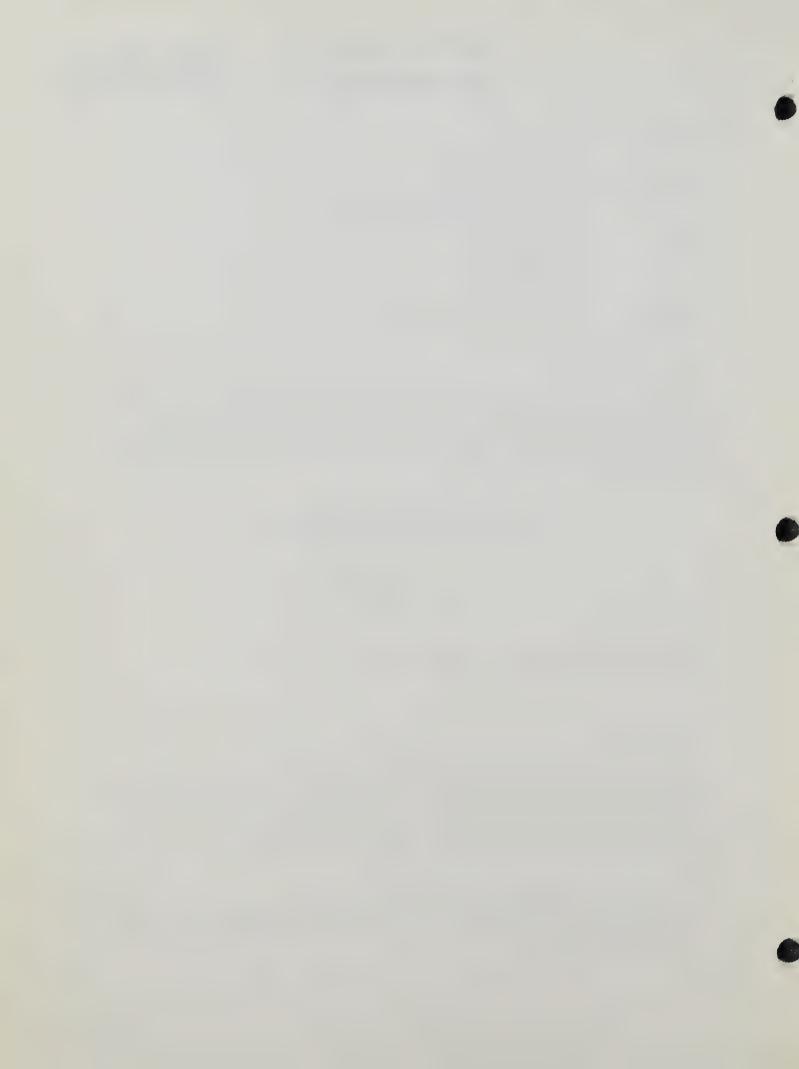
N/A

BACKGROUND:

A request was received from St. Nicholas Serbian Orthodox Church, requesting permission to hang a banner advertising the Serbian National Federation Basketball Tournament, over Main Street West, in front of City Hall, for the week beginning May 14, 1995. Although the banner space was previously booked by the Council on Suicide Prevention, they agreed to allow the Church to hang their banner for the second part of the week from May 18 to 21, 1995.

As this organization submitted the required drawings and fees, and as the Council on Suicide Prevention agreed to share the week, the Commissioner of Transportation/Environmental Services approved the request.

MJP:



2(cXiv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 8

T103-23 (5) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Department

SUBJECT:

Paroquia de Santa Maria Festival (R-95-28)

RECOMMENDATION:

That the application of Paroquia de Santa Maria to temporarily close Sheaffe Street from Park Street easterly in order to hold a festival for the Holy Spirit Fraternity on Saturday June 3, 1995 from 4:00 pm to Sunday June 4, 1995 at 1:00 am and a festival for Our Lady of the Angels on Friday August 11, 1995 at 4:00 pm to Sunday August 13, 1995 at 1:00 am, be approved, subject to the following conditions;

- i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Paroquia de Santa Maria Festival

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- ix) That a temporary exemption from Noise Control by-Law 79-292 be granted to the applicant.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from St. Mary's Church to hold religious parades and festivals on Saturday June 3, 1995 to Sunday June 4, 1995 and on Friday August 11, 1995 to Sunday August 13, 1995.

As these events were held on numerous occasions last year and as no complaints were received by Regional Police Services or the City Noise Control Officer, this Department can support the application.

JKC:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

cc: D. Lobo, Director of Public Works

CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1995 May 10

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Director of Public Works

SUBJECT:

Construction of Independent Concrete Sidewalks on

Both Sides of Rymal Road from Upper James Street to

Springside Drive

RECOMMENDATION:

- 1. That the construction of an independent concrete sidewalk on the south side of Rymal Road from Upper James Street to Springside Drive and on the north side of Rymal Road from Upper James Street to approximately 226 m easterly, proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$74,800. and \$27,700. respectively with a City's Share of \$24,133.30 and \$1687.00 respectively and an Owner's Share of \$50,666.70 and \$26,013. respectively, all as provided in the 1995 portion of the 1995 2004 Capital Budget; and,
- 2. That the Finance and Adminstration Committee be requested to recommend a source of funding for this Capital Project; and,
- 3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- 4. That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995 - 2004 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is \$115. If approved, the project will reduce the balances available in the City's Share to \$547,874.20 and the Owner's Share to \$360,445.80.

BACKGROUND:

The Region will be constructing a finished roadway with curbs on Rymal Road from Upper James Street to Springside Drive in 1995. It would be expedient to construct the sidewalks on both sides where required in conjunction with the Regional works. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/jd

- c.c. J. J. Schatz, City Clerk
 - P. Noé Johnson, City Solicitor, Attention: S. Riley
 - S. Reeder, Secretary, Finance & Administration Committee
 - A. Ross, City Treasurer, Attention: N. Adhya
 - J. Bruzzese, Acting Commissioner of Finance
 - D. Y. Onishi, Director, Design & Construction, Roads Department

Z(OXiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 9

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

Hired Equipment for Asphalt Planing

RECOMMENDATION:

That a purchase order be issued to Hard Rock Paving Co. Ltd., Port Colborne, Ontario, not to exceed \$100,000 per year for 1995, 1996, 1997 to provide asphalt surface planing as and when required, in accordance with the specifications issued by the Treasury Department - Purchasing Division and the Public Works Department and that this expenditure be financed through various approved road maintenance accounts.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Asphalt planing is a cost effective step in the reconstruction and maintenance of road surfaces. Through various City and Regional road maintenance programmes, asphalt planing is used on an ongoing basis. The tender from Hard Rock Paving is the lowest bid received for the provision of this service as indicated in the bid summary chart attached.

It is estimated that the various road maintenance projects will require up to \$100,000 of this service per year and the expenditure will be financed through a number of approved City and Region accounts.

BACKGROUND:

Hard Rock Paving Co. Ltd. has provided the lowest bid for the provision of asphalt planing equipment. This firm has successfully provided this service to the City and Region in previous years.

GE CFE/rb attachment

ASPHALT PLANING FOR THE DEPARTMENT OF PUBLIC WORKS AT VARIOUS LOCATIONS DURING 1995-1996-1997

	Cardi C	Cardi Construction Limited	Limited	Bigelow Brothers Construction Lim	Bigelow Brothers Construction Limited	2.	The Gra	The Graff Company Limited	y	Hard Ro Limited	Hard Rock Paving Co. Limited	Cô	Standard Paving	Paving	
Pricing	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997
Asphalt Planer & Operator - Price/Hour	NO	NO	NO	UIB	UIB	UTB	NO	NO	NO	180.00	190.00	200.00	250.00	275.00	302.00
Travel	uTB	UTB	UTB	UIB	UTB	BILO	NO BID	NO BID	NO BID	50.00	52.50	55.00	0	0	0
G.S.T. Extra															
Wirtgen 1000VC Asphalt Planer - variable width 10"-40" with loading conveyor and two man crew - Price/Hour	NO	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	NO BID	330.00	340.00	350.00	BID	BID	NO
Travel - per hour	NO	NO	NO BID	NO BID	NO	NO	NO	NO	NO	70.00	73.50	77.00	BID	NO	NO
G.S.T. /Hour										23.10	23.80	24.50			

CITY OF HAMILTON



RECOMMENDATION -

DATE:

1995 May 9

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

Mr. D. Lobo

Director of Public Works

SUBJECT:

HIRED EQUIPMENT CONTRACTORS DURING

1995, 1996, 1997, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

That purchase orders be issued for Hired Equipment Contractors as listed on the attached Schedule A, as and when required during 1995, 1996 and 1997 in accordance with the specifications issued by the Treasury Department-Purchasing Division, and the Public Works Department, and that this expenditure be financed through various approved accounts.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The various pieces of Hired Equipment are required to perform maintenance and development services for a broad range of approved projects. The expenditures will be financed from corresponding approved accounts.

BACKGROUND:

The Public Works Department spent approximately \$600,000. during 1994 for hired equipment contractors for such work as road maintenance and park development and maintenance. Contractors are accepted on the basis of the lowest bidder's equipment being used first, and if equipment is not available then the subsequent bidders are contacted as required.

MMcN/ty
Attachment

cc: Chris Firth-Eagland, Manager of Streets and Sanitation

Bob Chrystian, Manager of Parks

Chris Rendell, Intermediate Buyer, Purchasing Division

		1995	<u>1996</u>	<u>1997</u>
Bulld	lozers - Caterpillar D-6 or equivalent			
1. 2. 3. 4. 5.	D.V.C. Enterprises - Cat D6C G.F. Mason Excavating - Cat D6 Carson Equipment - Cat D6 JDR Tools - w/winch JD 750 Quigley Contracting	\$73.00 75.00 76.00 76.00 76.00	\$75.00 78.00 78.00 78.00 76.00	\$77.00 80.00 80.00 80.00 80.00
Bulld	ozers - Caterpillar D-7 or equivalent			
1. 2. 3.	D.V.C. Enterprises - Cat D7 G.F. Mason Excavating - Terex 82-20B (2) Battaglia Contracting - Cat D7	75.00 78.00 83.00	77.00 80.00 86.00	79.00 82.00 89.00
Bulld	ozers - Caterpillar D-8 or equivalent			
1. 2. 3.	Dig-it Contractors - Terex 82-30 D.V.C. Enterprises - Cat D8H Adair Heavy Equipment Rentals - Cat D8H (2) Quigley Contracting - with rippers	90.00 94.00 95.00 98.00	95.00 96.00 100.00 98.00	100.00 98.00 105.00 100.00
Bulld 1. 2. 3. 4. 5.	ozers - John Deere 550 or equivalent L.M. Enterprises - 550 Case Cardi Construction - Cat D4 (3) D.V.C. Enterprises - JD 5506 Aldershot Rentals - JD 550 JDR Tools - JD 550 B	55.00 55.00 55.00 57.00 58.00	56.00 56.00 57.00 60.00 60.00	57.00 58.00 59.00 62.00 62.00

	1995	<u>1996</u>	<u>1997</u>
Bulldozers - John Deere 450 or equivalent			
 Frem Excavating - Dresser TD7E F & S Excavating - JD 450G E. Woytkiw Haulage - JD 450 (3) G. Mason Construction - JD 450 	48.00 48.00 49.95 50.00	50.00 51.00 51.95 51.00	52.00 52.00 53.95 52.00
Rubber Tire Front End Loaders - 5 Cu.Yd. Capacity	y		
1. G.F. Mason Excavating - Terex 72-51B	80.00	83.00	85.00
Rubber Tire Front End Loaders - 4 Cu.Yd. Capacity	y		
 J.B.R. Rentals - Komatsu WA320 G.F. Mason Excavating 	72.00	74.00	76.00
- Terex 72-31B (2)	75.00	78.00	80.00
Rubber Tire Front End Loaders - 3 Cu.Yd. Capacity	y .		
 E. Woytkiw Haulage - JD 544 (2) Rioux Excavating - 1872 Case w14 	64.95 66.00	67.95 68.00	70.95 70.00
Rubber Tire Front End Loaders - 2 Cu.Yd. Capacity	y		
 C.L.M. Heavy Equipment - Ford 755 Battaglia Contracting - 1550B JCB 4X4 Cardi Construction - Cat 416 XL V.C. 	50.00 55.00	50.00 57.00	50.00 57.00
Loader (2)	55.00	55.00	58.00
Track Front End Loaders - 4 Cu.Yd. Capacity			
1. Cardi Construction - Cat 963 Loader	80.00	80.00	85.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Track	Front End Loaders - 3 Cu.Yd. Capacity			
1.	Spar-Con Construction - Cat 963	78.00	82.00	85.00
Track	Front End Loaders - 2 Cu.Yd. Capacity			
1.	JDR Tools - JD 455-E	63.00	65.00	67.00
Track	Front End Loaders - others			
1.	Aldershot Rentals - JD 455 w/ backhoe	59.00	61.00	64.00
Truck	ss - 8 Cu.Yd. Capacity			
1. 2. 3.	Battlefield Bobcat (2) L.M. Enterprises (2) Acme Excavating	35.00 35.00 37.00	37.00 37.00 37.00	39.00 39.00 37.00
Truck	s - 16 Cu.Yd. Capacity			
1. 2. 3. 4. 5. 6. 7. 8.	All Around Contracting O. Ciccarelli & Son F & S Excavating (4) Greco Bobcat (3) Digmor Excavating Ray's Construction J.B.R. Rentals G.F. Mason Excavating (2)	39.00 41.00 41.95 42.00 42.00 42.00 42.00 43.00	43.00 43.00 43.50 43.00 44.00 44.00 45.00	45.00 45.00 44.95 44.00 46.00 45.00 46.00 47.00
1.	Roma Concrete (3)	42.00	43.00	44.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Truc	ks - 20 Cu.Yd. Capacity			
1.	E. Woytkiw Haulage (10)	54.95	56.95	58.95
Truc	ks - Stone Slinger			
1.	F & S Excavating	80.00	85.00	90.00
Truc	ks - Boom Truck			
1.	JDR Tools	68.00	70.00	72.00
Truc	ks - with trailer dump			
1.	G.F. Mason Excavating - 50 Cu.Yd. trailor (2)	70.00	72.00	74.00
Float	t <u>s</u>			
1. 2. 3. 4.	Roma - 12 ton 3 axle Aldershot Rentals - 35 ton E. Woytkiw - 45 ton L.M. Enterprises - 50 ton	43.00 60.00 62.95 65.00	45.00 62.00 64.95 70.00	47.00 65.00 66.95 75.00
Scrap	pers - 14 Cu.Yd. Capacity			
1. 2.	Quigley Contracting - Terex TS 14 Danbill Equipment - Terex TS 14B	100.00 100.00	100.00 105.00	105.00 110.00
Scrap	pers - 24 Cu.Yd. Capacity			
1.	Quigley Contracting - Terex TS 24	120.00	120.00	125.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Track	Front End Loaders - 3 Cu.Yd. Capacity			
1.	Spar-Con Construction - Cat 963	78.00	82.00	85.00
Track	Front End Loaders - 2 Cu.Yd. Capacity			
1.	JDR Tools - JD 455-E	63.00	65.00	67.00
Track	Front End Loaders - others			
1.	Aldershot Rentals - JD 455 w/ backhoe	59.00	61.00	64.00
Truck	cs - 8 Cu.Yd. Capacity			
1. 2. 3.	Battlefield Bobcat (2) L.M. Enterprises (2) Acme Excavating	35.00 35.00 37.00	37.00 37.00 37.00	39.00 39.00 37.00
	ss - 16 Cu.Yd. Capacity	37.00	27.00	27.00
1. 2. 3. 4. 5. 6. 7. 8.	All Around Contracting O. Ciccarelli & Son F & S Excavating (4) Greco Bobcat (3) Digmor Excavating Ray's Construction J.B.R. Rentals G.F. Mason Excavating (2)	39.00 41.00 41.95 42.00 42.00 42.00 43.00	43.00 43.50 43.50 43.00 44.00 44.00 45.00	45.00 45.00 44.95 44.00 46.00 45.00 46.00 47.00
1.	Roma Concrete (3)	42.00	43.00	44.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Trucl	ks - 20 Cu.Yd. Capacity			
1.	E. Woytkiw Haulage (10)	54.95	56.95	58.95
Trucl	ks - Stone Slinger			
1.	F & S Excavating	80.00	85.00	90.00
Trucl	ks - Boom Truck			
1.	JDR Tools	68.00	70.00	72.00
Truck	ks - with trailer dump			
1.	G.F. Mason Excavating - 50 Cu.Yd. trailor (2)	70.00	72.00	74.00
Float	<u>s</u>			
1. 2. 3. 4.	Roma - 12 ton 3 axle Aldershot Rentals - 35 ton E. Woytkiw - 45 ton L.M. Enterprises - 50 ton	43.00 60.00 62.95 65.00	45.00 62.00 64.95 70.00	47.00 65.00 66.95 75.00
Scrap	ers - 14 Cu.Yd. Capacity			
1. 2.	Quigley Contracting - Terex TS 14 Danbill Equipment - Terex TS 14B	100.00 100.00	100.00 105.00	105.00 110.00
Scrap	ers - 24 Cu.Yd. Capacity			
1.	Quigley Contracting - Terex TS 24	120.00	120.00	125.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Grad	ers - Model 14 Caterpillar			
1. 2.	Adair Heavy Equipment Rentals Bill Price Graders	65.00 89.00	68.00 91.50	72.00 93.50
Grad	ers - Model 120 Caterpillar			
1. 2.	Adair Heavy Equipment Rentals Tim Lipsitt Excavating	65.00 75.00	68.00 75.00	72.00 80.00
Grad	ers - Model 562 Champion			
1. 2. 3.	Danbill Equipment Dig-it Contractors (2) G. Mason Construction	58.95 72.00 74.00	59.95 77.00 75.00	60.95 82.00 76.00
Grade	ers - Model 600D Champion			
1. 2.	Danbill Equipment Rioux Excavating	58.95 64.00	59.95 66.00	60.95 68.00
Grade	ers - Model 600 Gallon Grader			
1.	G.F. Mason Excavating	65.00	68.00	71.00
Grade	ers - Model Allatt SG100			
1. 2.	G.F. Mason Excavating Bill Price Graders	60.00 74.00	62.00 76.50	64.00 79.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Grad	ders - other			
1.	G. Mason Construction - Huber Grader	64.00	66.00	68.00
Rubl	oer Tire Backhoe - John Deere 310 or equivale	ent		
1. 2.	L.M. Enterprises - 580K Case F & S Excavating - JD310	45.00 45.95	46.00 47.45	47.00 48.95
3. 4.	Cardi Construction - Cat 416 XL (2) Acme Excavating - M.F. 50C (2)	50.00 50.00	50.00 50.00	50.00 50.00
Rubl	per Tire Backhoe - John Deere 410 or equivale	nt		
1. 2. 3. 4.	C.L.M. Heavy Equipment - Ford 555 (2) Ray's Construction - JCB 1400 4X4 L.M. Enterprises - 580SK Case Carlo Bros. Excavating - 580K Case	35.00 42.00 45.00 45.00	35.00 44.00 46.00 46.00	35.00 46.00 47.00 47.00
Rubl	oer Tire Backhoe - John Deere 510 or equivale	nt		
1. 2. 3.	Cardi Construction - Cat 416 XL (2) Workman Excavating - JD 510 Carson Equipment - JD510	50.00 50.00 52.00	50.00 52.00 54.00	50.00 54.00 56.00
Rubl	oer Tire Backhoe - John Deere 710 or equivale	nt		
1.	C.L.M. Heavy Equipment - Ford 755	50.00	50.00	50.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Rubb	oer Tire Backhoe - with Extend-a-hoe			
1.	C.L.M. Heavy Equipment - Ford 555 (2)	35.00	35.00	35.00
2.	Bill Wilcockson Trenching (2) - JCB 214/Ford 455	37.75	38.75	39.75
3.	R.C.M. Contracting - 555 Ford Ex-Hoe (3)	38.00	38.00	38.00
4. 5.	Ray's Construction - JCB 1400 4X4 Roma Concrete	45.00	47.00	49.00
6.	- Case 580E Rioux Excavating (2)	45.00	47.00	49.00
	- 1988 JCB/1989 JCB 4WD	46.00	48.00	50.00
Rubb	er Tire Backhoe - with convertible bucket			
1.	C.L.M. Heavy Equipment - 12" 24" 18" Buckets Ford 555			
2.	with Ex-Hoe (2) Bill Wilcockson Trenching	35.00	35.00	35.00
3.	- JCB 214 (2) R.C.M. Contracting	37.75	38.75	39.75
	- 555 Ford Ex-Hoe (3)	38.00	38.00	38.00
Rubb	er Tire Backhoe - Cost per Hour for Hoe Ram	Attachment	t	
1. 2.	C.L.M. Heavy Equipment R.C.M. Contracting	15.00 20.00	15.00 20.00	15.00 20.00
3.	All Around Contracting	30.00	30.00	30.00
4. 5.	Carson Equipment JDR Tools	30.00 30.00	32.00 32.00	34.00 34.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Exca	vators - John Deere 590 or equivalent			
1. 2. 3. Excar	E. Woytkiw Haulage - JD590 (2) JDR Tools - JD590 Spar-Con Construction - JD590 vators - John Deere 690 or equivalent	74.95 75.00 76.00	76.95 77.00 79.00	78.95 79.00 83.00
1. 2. 3. 4. 5. 6. 7.	F & S Excavating - Hitachi 200 D.V.C. Enterprises - JD690E Acme Excavating - 690B Backhoe J.B.R. Rentals - 1994 Cat 320 Jasen Enterprises - 690E Carlo Bros. Excavating - 930 Case L.M. Enterprises - Case 9030 (laser available)	75.00 82.00 85.00 85.00 85.00 85.00	80.00 84.00 85.00 89.00 88.00 90.00	80.00 86.00 85.00 94.00 90.00 95.00
Excar	vators - John Deere 790 or equivalent			
1.	E. Woytkwi Haulage - JD 790 (2) - Hitachi 270 (2) D.V.C. Enterprises - Cat 225	84.95 87.00	86.95 89.00	88.95 91.00
3. Excay	JDR Tools - JD 790 <u>vators</u> - John Deere 992 or equivalent	89.00	91.00	94.00
1. 2.	Dig-it Contractors - Cat 235 J.B.R. Rentals - 1988 Cat 235B	95.00 105.00	99.00 110.00	103.00 115.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Excav	rators - with Hoe Ram			
1.	C.L.M. Heavy Equipment - Kybota KX101 wit	h		
1.	BRH40 HoeRam	90.00	90.00	90.00
2.	JDR Tools - JD590+ 7XE, 1500 lb	130.00	135.00	140.00
3.	Jasen Enterprises - NPK 7X on 490	150.00	150.00	150.00
4.	Wm. Groves - Drott 40 c/w 620 tramac	20 0.00	1000	20 0.00
	3000ft/lb impact	170.00	170.00	170.00
5.	Cardi Construction - Cat 225 eith NPK 10X	170.00	170.00	175.00
Excav	rators - others			
1	Enon Enganation Talassahi mini	44.00	45.00	46.00
1.	Frem Excavating - Takeuchi mini	44.00 55.00	45.00 57.00	46.00 59.00
2. 3.	Digmor Excavating - 50 Hitachi mini	33.00	37.00	39.00
٥.	C.R.L. Campbell Bros Cat 211LC crawler			
		66,90	70.25	73.75
	type 2 Cu.Yd. bucket - Drott 35YR 7/8 Cu.Yd.	00.90	70.23	13.13
	crawler, wrist-o-twist	67.90	71.25	74.90
	- Drott 40YD 7/8 Cu.Yd. 60"	07.90	11.23	74.90
	bucket, wrist-o-twist,			
	rubber tired	67.90	71.25	74.90
4.	All Around Contracting - JSWBH80 1 3/8 yd.		70.00	70.00
5.	C.R.L. Campbell Bros.	70.00	70.00	70.00
٥.	- Warner & Swayse 700A 1 1/2			
	cu.yd. bucket 6 1/2 ditching			
	bucket crawler, wrist-o-twist	79.90	83.90	87.90
6.	Wm. Groves - Drott 40 rubber tire 36000lb	82.00	82.00	82.00

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Bobc	<u>ats</u>			
1. 2. 3.	E Woytkiw Haulage - 553 bobcat (3) - 753 bobcat (3) Aldershot Rentals - bobcat 743 bucket/forks Cardi Construction - 763 bobcat/forks	36.95 39.95 45.00 45.00	38.95 41.95 46.00 45.00	40.95 43.95 47.00 47.00
Grad	<u>alls</u> - H300			
1.	C.R.L. Campbell Bros Warner & Swayse H3 5/8 cu.yd. bucket 23' surface reach, 4' boom ext. Aldershot Rentals - Gradall 660 Crawler	59.75 80.00	62.75 82.00	65.90 84.00
Grad	alls - G600			
1.	C.R.L. Campbell Bros. - Warner & Swayse G440 5/8 cu.yd. bucket 23' surface reach, 4' boom ext. - Warner & Swayse G660 3/4 cu.yd. bucket 29' surface reach, 8'	67.90	71.25	74.90
	boom ext. rubber tired - Warner & Swayse G660 3/4 cu.yd. bucket crawler type various	67.90	71.25	74.90
	buckets & exts.	67.90	71.25	74.90

		<u>1995</u>	<u>1996</u>	<u>1997</u>
Comp	paction Equipment - Smooth Drum			
1. 2. 3.	L.M. Enterprises - DynaPac 54" G.F. Mason Excavating - Hyster 72" JDR Tools - 60" Duopact	50.00 60.00 60.00	55.00 63.00 62.00	60.00 66.00 64.00
Comp	paction Equipment - Pad Foot			
1. 2. 3.	Dig-it Contractors - Case 602 P.D. J.B.R. Rentals - 60" PadFoot Danbill Equipment - DynaPac 84"	55.00 60.00 75.00	58.00 63.00 77.00	61.00 66.00 80.00
Comp	paction Equipment - other			
1.	Quigley Contracting - 826 Cat Packer with 14' blade att.	80.00	80.00	85.00

PERCENTAGE OF DISCOUNT IF THREE (3) OR MORE PIECES OF EQUIPMENT ARE USED ON ONE JOB SITE

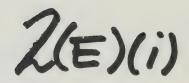
Company Name	% Discount
Acme Excavating Ltd.	3%
Adair Heavy Equipment Rentals	3%
Aldershot Rentals, div. of 905190 Ontario Limited	
All Around Contracting Inc.	8%
Battaglia Contracting, a div. of 949590 Ontario Inc.	
Battlefield Bobcat Service	2%
C.L.M. Heavy Equipment Rentals	5%
1082859 Ontario Inc., Carson Equipment Rentals	5%
C.R.L. Campbell Brothers Construction Limited	2%
Cardi Construction Limited	2%
Carlo Bros. Excavating Limited	5%
Chlan's Landscaping Limited	
J. Chastney Leasing	5%
Ottavio Ciccarelli and Son Contracting Ltd.	5%
Gord Cooper Trucking Inc.	
Harold J. Martin, operating as Crescan landscape Contractors	5%
1099708 Int. Inc., o/a D.V.C. Enterprises	5%
Danbill Equipment Rental Ltd.	3%
Dig-it Contractors Limited	5%
Digmor Excavating Ltd.	
F & S Excavating Ltd.	
Frem Excavating Co.	10%
Greco Bobcat	1%
Green Mountain Property Maintenance	
Wm. Groves Limited	
J.B.R. Rentals Ltd.	5%
JDR tools & Equipment (1994) Inc.	
1002538 Ontario Limited, o/a Jasen Enterprises	
714794 Ontario Limited o/s L.M. Enterprises	5%
Tim Lipsitt Excavating	
G. Mason Construction I/b 458174 Ontario Ltd.	\$2.00 per hour per machine
G.F. Mason Excavating Limited	
N-R-G o/a 989847 Ontario Ltd.	3%
The Outdoor Works Ltd.	
Laszlo Palvolgyi General Contracting and Bobcat Services	
Bill Price Grader Rentals	
Quigley Contracting/a div. of Letwin Bros. Limited	

Company Name	% Discount
R.C.M. Contracting Ltd.	
Ray's Construction	5%
1087395 Ontario Limited, o/a Rioux' Excavating	
Roma Concrete & Paving	
Sannio Construction Co. Ltd.	10%
Sardinha & Son Haulage	5%
Gary Fry carrying on business as Satellite Rentals	
Spar-Con Construction Limited	3%
Tony and Paul Concrete	
Bill Wilcockson Trenching	2%
Workman Excavating	2%
E. Woytkiw Haulage Ltd	2%

No Bid:

Heritage Green

CITY OF HAMILTON



RECOMMENDATION -

DATE:

1995 May 8

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. W. Vyce

Director of Property

SUBJECT:

Offer to Purchase

City Sale (Easement) to Region Bow Valley Drive, Hamilton

Parts 1, 2, 3, 4 and 5, Plan 62R-7697

RECOMMENDATION:

- That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on a) 1995 March 1 and scheduled to close on or before 1995 July 18, for the purchase by the Region of part of Lot 24, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, shown as Parts 1, 2, 3, 4 and 5 on Plan 62R-7697, comprising an area of 2,314.93 square metres (24,917.1 square feet), more or less, along the western limit of Bow Valley Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of \$856 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchase); and,
- b) That the required deposit in the amount of \$2 be held by the City Treasurer pending Council approval; and,
- That the Mayor and City Clerk be authorized and directed to execute the necessary c) documents; and,
- That in accordance with Real Property Sales Procedural By-law No. 95-049: d)
 - satisfactory notice has been given to the public of the intended sale; i)
 - an appraisal of the fair market value of the real property is not required; ii)

the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

Mllyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of \$856 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchase).

BACKGROUND:

In compliance with the Real Property Procedural By-law No. 95-049, please be advised:

- a) on 1995 April 25, City Council approved Item 3 of the 12th Report of the Finance and Adminstration Committee declaring the subject lands surplus to the requirements of the City;
- b) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, Item 6(5) notice to the public is given by inclusion of the real property sale in the agenda of the Council at which the intended sale is to be considered by Council, as the real property is an easement being sold to the Regional Municipality of Hamilton-Wentworth;
- c) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, Item 7(e) the subject lands may be sold by the City without a formal appraisal, as the purchaser is the Regional Municipality of Hamilton-Wentworth.

On the subject land is found an existing Regional watermain that has not been formally transferred from City ownership to Regional ownership. In 1985 September 24 City Council previously confirmed the sale of these lands at a price of \$856 by approving Item 3 of the 18th Report of the Parks and Recreation Committee.

The established easement sale price of \$856 was based on 50% of value for ravine land of \$3,000 per acre.

VDP/nw

c.c. P. Noé Johnson, City Solicitor Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys, Roads Department

L(E)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 May 8

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. W. Vyce

Director of Property

SUBJECT:

Offer to Purchase

City Sale (Easement) to Region

Lake Avenue, Hamilton

Parts 1, 3, 4 and 5, Plan 62R-12941

RECOMMENDATION:

- That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on a) 1995 March 1 and scheduled to close on or before 1995 July 18, for the purchase by the Region of part of Lot 25, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, shown as Parts 1, 3, 4 and 5 on Plan 62R-12941, comprising an area of 428.0 square metres (4,606.0 square feet), more or less, along the eastern limit of Lake Avenue, Hamilton, at Huckleberry Drive, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of \$157.50 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchase); and,
- That the required deposit in the amount of \$2 be held by the City Treasurer pending b) Council approval; and,
- That the Mayor and City Clerk be authorized and directed to execute the necessary c) documents; and,
- That in accordance with Real Property Sales Procedural By-law No. 95-049: d)
 - i) satisfactory notice has been given to the public of the intended sale;
 - an appraisal of the fair market value of the real property is not required; ii)

the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

Muyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of \$157.50 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchase).

BACKGROUND:

In compliance with the Real Property Procedural By-law No. 95-049, please be advised:

- a) on 1995 April 25, City Council approved Item 3 of the 12th Report of the Finance and Adminstration Committee declaring the subject lands surplus to the requirements of the City;
- b) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, Item 6(5) notice to the public is given by inclusion of the real property sale in the agenda of the Council at which the intended sale is to be considered by Council, as the real property is an easement being sold to the Regional Municipality of Hamilton-Wentworth;
- c) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, Item 7(e) the subject lands may be sold by the City without a formal appraisal, as the purchaser is the Regional Municipality of Hamilton-Wentworth.

On the subject land is found an existing Regional sewer line that has not been formally transferred from City ownership to Regional ownership. The subject is a portion of a larger 1.97 acre parcel of ravine lands expropriated by the City of Hamilton from Dundurn Construction Company Limited in 1965. Compensation paid to Dundurn Construction was based on a market value of \$3,000 per acre. As the subject lands comprise an area of 428.0 square metres (.105 acre) consideration to be utilized in this City to Region transfer has been estimated at 50% of \$315.00 or \$157.50 in total.

VDP/nw

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer C. Bandurka, Property Clerk, Surveys, Roads Department

CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1995 May 9

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

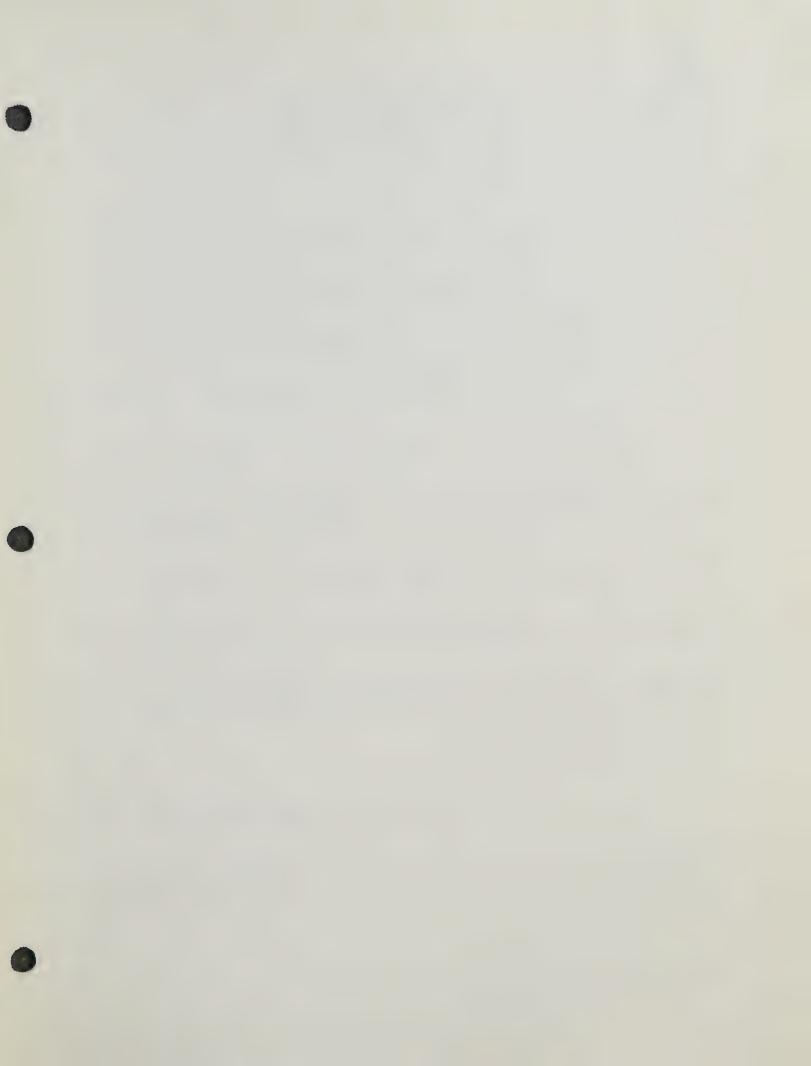
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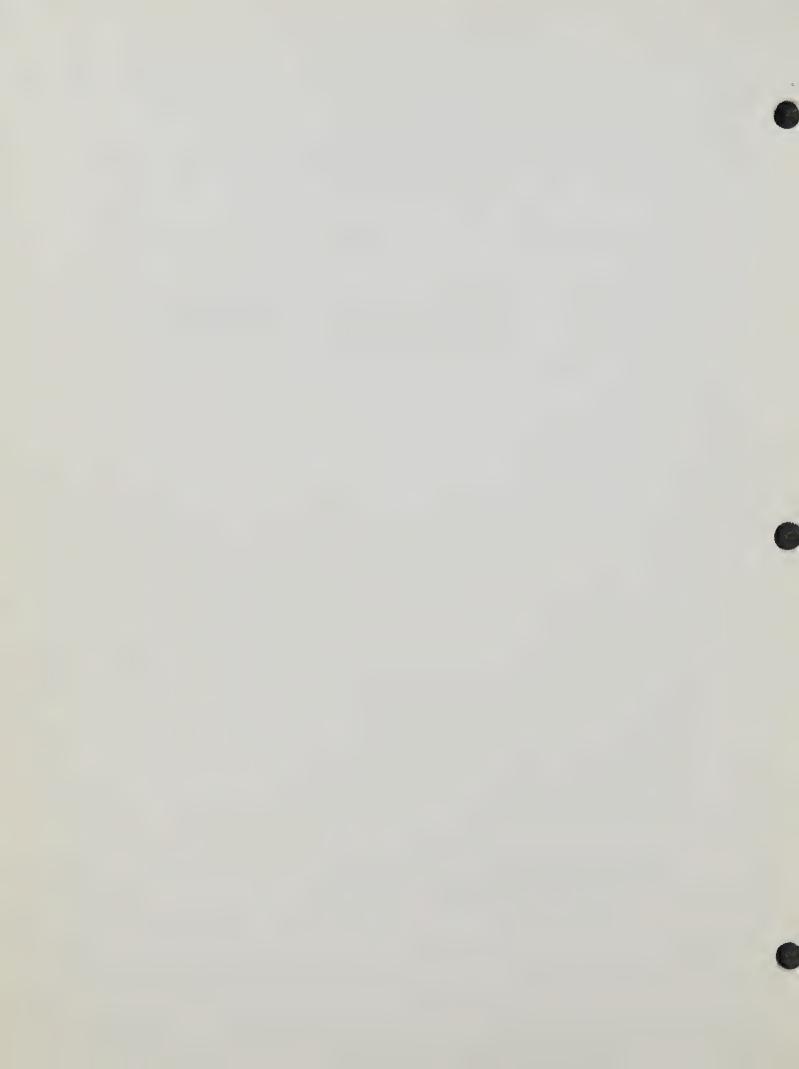
Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 April 26	The Regional Municipality of Haldimand-Norfolk	The Association of Ontario Road Superintendents' 1995 International Municipal Trade Show	1995 May 3





CITY OF HAMILTON

3.

- RECOMMENDATION -

DATE:

1995 May 1

Report No: TEC-135-95 / Author: J. Pavelka

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Joe G. Pavelka, P. Eng.

Chief Administrative Officer

SUBJECT:

Merger of Public Works and Traffic Departments

RECOMMENDATION:

(a) That the position of Director of Traffic Services be eliminated and that the Departments of Public Works and Traffic be merged with the management structure as shown in Appendix "A"; and

(b) That the combined department be renamed the Department of Public Works and Traffic; and

(c) That the Director of Public Works be retitled Commissioner of Public Works and Traffic; and

(d) That staff report back in one year with the results of a review of additional restructuring and the potential savings and efficiencies to the Corporation which may result.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The elimination of the position of Director of Traffic Services will result in an annualized savings to the Corporation of approximately \$110,000. per year. The 1995 savings will be substantially reduced due to the April 28 retirement date, accumulated sick bank payment and vacation pay owed.

BACKGROUND:

With the retirement of Murray F. Main, the position of Director of Traffic Services is presently vacant. This provides an ideal opportunity to consider a merger between the Departments of Public Works and Traffic.

A. Rationale for Merger

The two primary reasons for the merger are cost savings in some areas and improved levels of service at existing costs in other areas. Initially, there is an immediate saving of the salary of the Traffic Department head. In the longer term, there are areas of overlap for which it will be possible to effect savings, or alternately, to provide a better level of service to the public. At the management level, each department has management expertise which, when shared, should lead to improved administration and financial management techniques. At the field staff level, common functions will be combined where practical.

B. Objectives

The short-term objective is to merge the two departments and establish the necessary reporting relationships to ensure continued high level of service to members of council and to the public. Immediately, the staffs of the Administration Sections will be combined, with the present Manager of Administration in Traffic to report to the Manager of Administration in Public Works. This will lead to reviews such as the potential of combining the two Maintenance Management Systems or of expanding the Traffic Inventory Management System to all of Public Works.

It is recognized that changes resulting from this merger will require much investigation and consultation with involved staff at all levels, prior to implementation. Areas of improvement will be identified using informal techniques such as suggestions throughout the hierarchy and formal techniques such as Continuous Improvement. External assistance may be used, subject to funding availability. Once staff have had an opportunity to investigate areas in common in detail, efficiencies will be identified and changes implemented.

C. Logic for Proposed Organizational Structure

The proposed organizational structure for senior staff is shown on attached Appendix "A". The structure is the most logical and efficient based on management principles of broadening the span of control of managers and minimizing the number of layers in the organization. It would add two divisions to Public Works of significant size (approximately 80 to 120 full-time equivalents each) comparable in size to existing

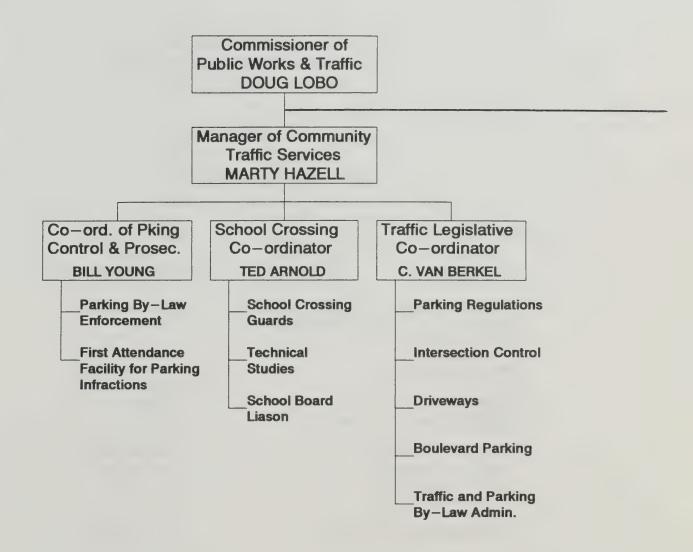
sections. The reporting relationships to Committees of Council would be clear and straight forward. Salary ranges and responsibility levels of staff on the proposed organization would be a good fit.

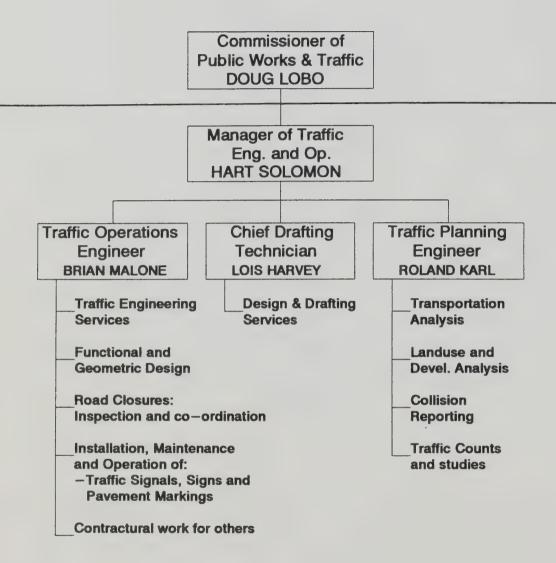
The structure of the sections under the existing Manager of Community Services, Manager of Traffic Operations and Manager of Traffic Planning will remain as at present for the short term, with one change. The existing position of Manager of Traffic Planning will be renamed and report to the Manager of Traffic Operations. These structures and reporting relationships will then be reviewed over the next year.

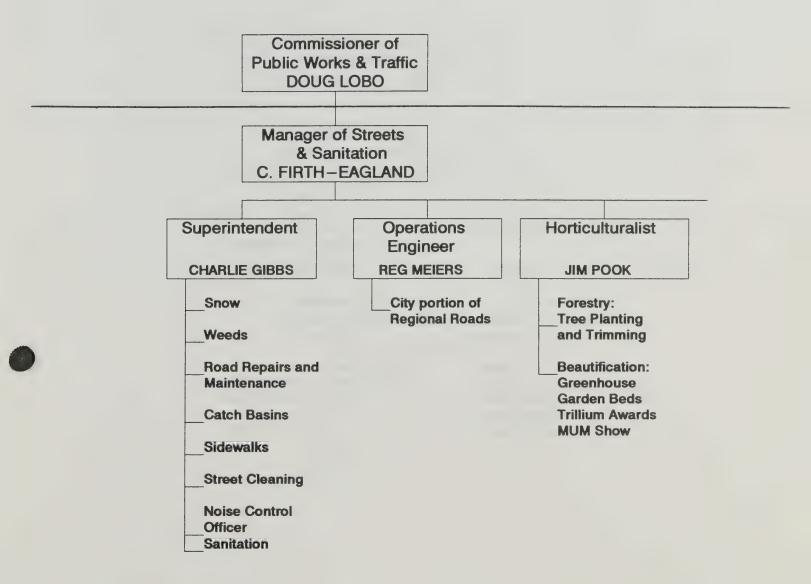
Therefore, it is recommended that the Public Works and Traffic Departments be merged immediately and renamed, with the organization as in Appendix "A". It is further recommended that staff be given an opportunity to thoroughly investigate areas for improvements and efficiencies and cost reductions with the intention of responding to the Transport and Environment Committee within 12 months.

HLS/jd

APPENDIX "A"







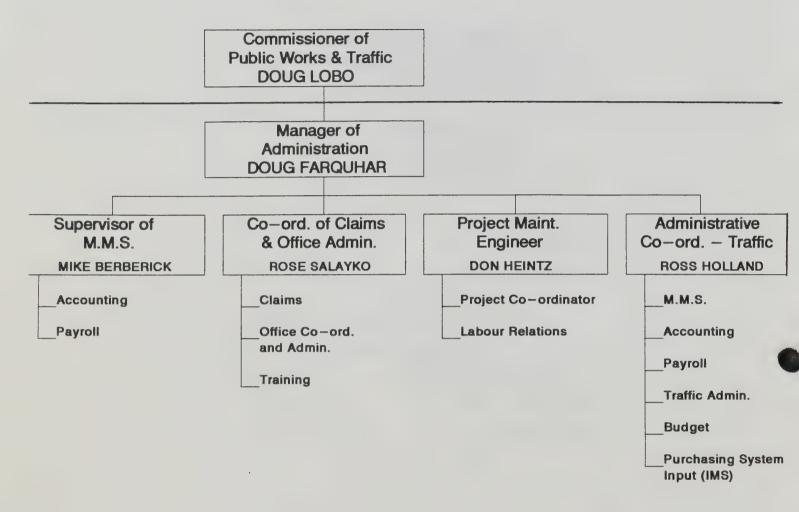
Commissioner of Public Works & Traffic **DOUG LOBO** Manager of **Parks BOB CHRYSTIAN** Horticulturalist Co-ordinator of Develop. & Maint. **WERNER PLESSL** JIM POOK Waterfront Forestry: **Tree Planting** Development of Parks and Trimming Beautification: **Maintentance of** Greenhouse Comm. & Neighbour. **Garden Beds** Parks & Sports Fields **Trillium Awards MUM Show Community Renewal** Stadia

Commissioner of Public Works & Traffic DOUG LOBO

Manager of Fleet Services CHARLIE GUTHRO

Acquisition of Vehicles & Equip.

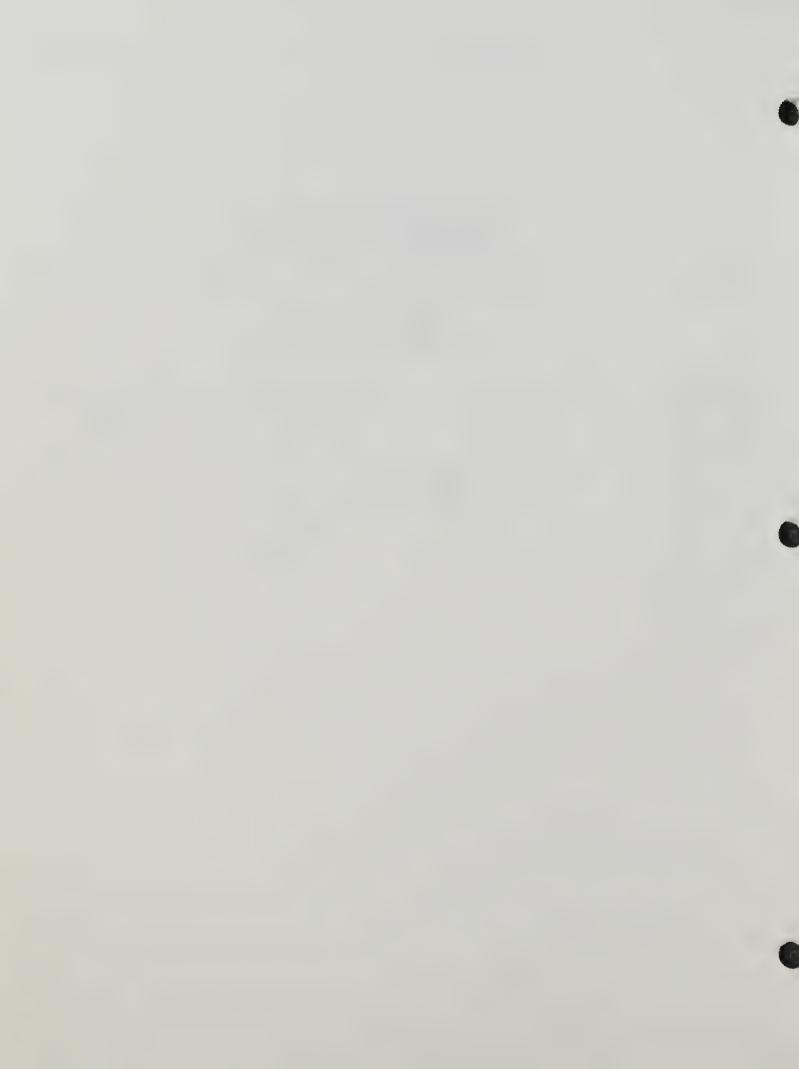
Maintenance & Repair of Vehicles & Equipment



Commissioner of Public Works & Traffic DOUG LOBO

> Manager of Cemeteries RICK ZBUCKI

_Maintenance and
Upkeep of
Fourteen Cemeteries



4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 10

File No. [TEC-117-95]

REPORT TO:

K. C. Christenson, Secretary

Transport and Environment Committee

FROM:

P. Noé Johnson

City Solicitor

SUBJECT:

Traffic Islands on King Street West between Marion

Avenue and Paisley Avenue - Pedestrian Movements.

RECOMMENDATION:

That the concept for revising the traffic islands on King Street West, Marion to Paisley, as approved by City Council on 1994 October 25 be revised, such that the pedestrian traffic signals and pedestrian crosswalks at King and Marion and at King and Paisley be retained in the existing locations and that the pedestrian refuge areas on the north and south sides of King Street West at the intersections of Marion Avenue and of Paisley Avenue be paved and slightly enlarged to accommodate properly designed wheelchair ramps, with the final design to be as shown in Appendix "B" to this report.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Legal implications: the above changes have been prepared following the denial by the Province for required approval. This recommendation would ensure that the traffic signal installation at the intersection of King and Marion would retain legal approval from the Ministry of Transportation of Ontario.

Phoe John

Financial implications: the budget for the changes to the islands and parking in the Westdale BIA area was approved by City Council on 1995 January 31. The new proposed changes would ensure that modernization work on the King and Marion signal, scheduled for 1995, would be eligible for MTO subsidy, which would have a 1995 Capital Budget impact of about \$5,000.

BACKGROUND:

At the meeting of 1994 October 17, the Transport and Environment Committee considered a Report TEC-133-94 (copy attached as Appendix "A") regarding changes to pedestrian routings and traffic control at the intersection of King and Marion Streets, and approved the following recommendation:

"That the Westdale Village B.I.A. proposal for re-routing pedestrian traffic to the north and south sidewalks on King Street between Marion Avenue and Paisley Avenue by removing and relocating the existing crosswalk lines and negating pedestrian traffic from the parking meter islands by converting them to garden areas, as well as the implementation of the proposed angle parking, as outlined in Appendix "A" attached hereto, be approved and implemented on a six month trial basis and that the Director of Traffic Services be directed to report back on the implications of this action after a six month trial period".

DISCUSSION:

The <u>Highway Traffic Act</u> provides that all traffic signal installations must be approved by the Ministry of Transportation, and the Ministry requires that approval be sought for any modifications to traffic signal installations. Following Council's direction cited above, staff made application to the Ministry of Transportation for approval of the revised traffic signal; the Ministry has indicated that legal approval <u>will not</u> be granted.

If the City were to proceed to modify the traffic signal without the approval of the Ministry, the City would be in contravention of the <u>Highway Traffic Act</u>. In addition, no work done on the traffic signal would be eligible for MTO subsidy.

After reviewing the matter in conjunction with the Traffic Department, and having regard to statutory requirements, other legal implications and pedestrian safety, it is recommended that Council retain the previously approved plan, but modify the plan to retain the crosswalks and pedestrian traffic signals in the existing location, with minor widenings of the ends of the pedestrian islands it ensure safety of wheelchair users. A copy of the plan is attached to this Report as Appendix "B".



Munay 4. Main

DATE:

1994 August 12

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Murray F. Main, P. Eng.

Director of Traffic Services

SUBJECT:

Traffic Islands on King Street West between Marion

Avenue and Paisley Avenue - Pedestrian Movements

[TEC-133-94]

RECOMMENDATION:

That the ends of the traffic islands on the north and south sides of King Street West between Marion Avenue and Paisley Avenue be enlarged to accommodate properly designed wheelchair ramps and pedestrian refuge areas.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Modifications of the islands would cost approximately \$10,700. Public Works has indicated that this money is available and pending a decision by this Committee they will seek approval to allocate it to this project from the Planning and Development Committee.

BACKGROUND:

At the meeting of the Transport and Environment Committee held on 1994 May 02, the Westdale B.I.A. appeared as a delegation to discuss pedestrian and vehicular concerns in the Westdale Area. While most of these concerns have been resolved, or are in the process of being resolved, the remaining traffic concern is that of pedestrian movements around the intersections of King Street and Marion Avenue, and King Street and Paisley Avenue.

Crosswalks are, and have in past years, been painted to allow pedestrian access to the bulbous ends of the two islands. The B.I.A. is of the view that access to the ends of these islands should not be permitted. They suggest that crosswalks be painted across Marion Avenue and Paisley Avenue at points approximately 60 feet north and south of King Street, respectively, in mid-block locations, with the hope that pedestrians would be encouraged to walk in front of the stores rather than along the length of the traffic islands in the areas between Marion Avenue and Paisley Avenue. The B.I.A. feels that this arrangement is safer because pedestrians crossing Marion and Paisley would be crossing a lower volume of vehicular traffic at their proposed locations than the vehicular volume currently crossed.

At the previous meeting of the Committee, it was determined that the longitudinal sections of the island should be landscaped with planter boxes or continuous flower beds, to discourage pedestrians from utilizing the islands as sidewalks between Marion Avenue and Paisley Avenue. However, the treatment of the ends of these islands was to be discussed at a subsequent meeting of the staff, the Ward Aldermen and the B.I.A., in an attempt to resolve this issue.

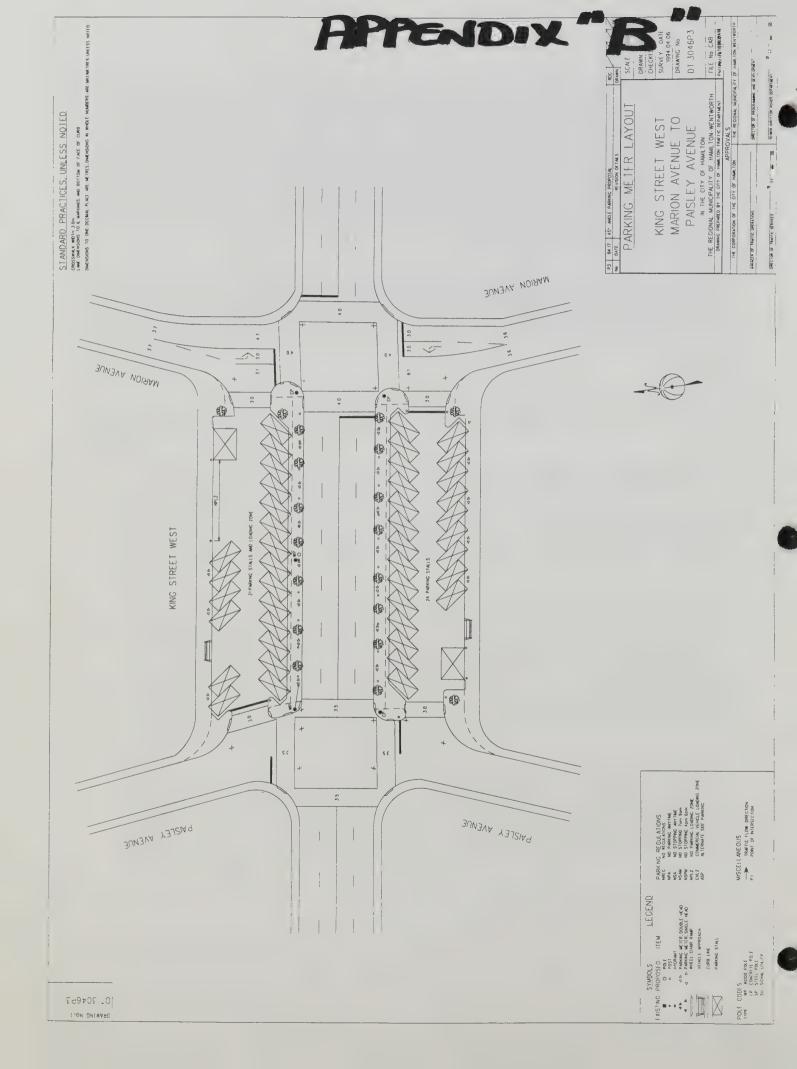
The B.I.A., the Mayor and staff have met on several occasions and could not satisfactorily resolve the issue. The Traffic Department staff are strongly opposed to the B.I.A. suggestion, for the following reasons:

- Pedestrians will cross King Street using the shortest, most sensible and logical routes. In this instance those routes are the existing crosswalk locations.
- The intersection of King and Marion is controlled by a traffic signal and provides pedestrian traffic signal heads which creates a very high level of pedestrian crossing protection.
- The location of painted crosswalks at a point approximately 60 feet north and south of King Street, on Marion Avenue and Paisley Avenue respectively, would condone pedestrian crossings at the worst mid-block locations possible. These locations are just around the corner from an intersection where pedestrian movements are unexpected by the motorist. Collision statistics indicate that 52.1% of the non-intersection collisions involving pedestrians occur at locations within 100 feet of intersections. This statistic documents the inappropriateness and danger of encouraging pedestrian crossings within this area.
- It is standard practice throughout North America to paint crosswalks and encourage pedestrians to cross at intersection areas, where they are completely visible to approaching turning motorists. In contrast, pedestrians crossing immediately downstream of the intersection are not visible to approaching motorists, until the motorist has completed the turn. Pedestrians crossings in this area are unexpected and non-standard.

A review of the collision record at the intersections of King Street and Marion Avenue, and King Street and Paisley Avenue, has determined that in the six-year period between 1988 and 1993, inclusive, a total of only two pedestrian collisions were reported in any of the twelve crosswalk areas existing at these two intersections. The two collisions both occurred in the easterly crosswalk of the intersection of King Street and Marion Avenue, as a result of a motorist in one case and a pedestrian in the other case, disobeying the traffic signal. This is the crosswalk in which the B.I.A. proposal would concentrate pedestrian movements for all crossings of King Street at the Marion Avenue intersection.

In summary, it is recommended that the existing conventional crosswalks be retained at the intersections, and that the ends of the traffic islands be enlarged to accommodate the incorporation of properly designed wheelchair ramps and pedestrian refuge areas.

MFM/jd



5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 28

File No. [TEC-130-95] Author: H. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Director of Public Works

SUBJECT:

1995 Traffic Signal Modernizations.

RECOMMENDATION:

That traffic signal control equipment be modernized at the intersections of King and Longwood, King and Marion, King and Sterling and King and Dalewood at a cost not to exceed \$70,000.00 with funds to be provided from account CF-5000-759549021.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funds for the modernization of this traffic control equipment have been allocated in the Capital Budget Account CF-5000-759549021. The estimated cost of modernizing the four intersections as recommended is \$70,000. It is expected that all of these modernizations will be eligible for subsidy. Subsidy at King and Marion will be subject to successfully obtaining legal approval for the proposed physical changes to this intersection.

BACKGROUND:

Many of the traffic control units operating intersections in Hamilton are of the electromechanical type. This technology originated in the 1940's and has been superseded by solid-state technology in the past 10 years.

While the control units are effective, they require overhaul on an 18 month cycle. It is becoming increasingly more expensive to perform this overhaul, and in addition, some of

the replacement parts are simply becoming unavailable. It is therefore necessary and expedient to replace the electro-mechanical control units at the four intersections on King Street West under City jurisdiction, with solid state units.

The units to be installed will be operated within a new system and all four are therefore proposed for replacement as one project. The solid state equipment will allow the local intersections to report back to a central computer located at the Traffic Operations Centre, which will provide immediate notification of problems and will also allow signal timings to be changed remotely. At present, the Traffic Department becomes aware of faults only when staff observe them on street, or when notified via complaints from the public or the Police Department. To change timings at present, a site visit is required.

It is therefore recommended that the traffic signals on King Street West between Longwood and Dalewood be modernized to provide an improved level of service to the public and to prevent any potential maintenance difficulties due to the lack of availability of parts.

HLS/ca

cc:

Allan Ross
City Treasurer

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1995 April 10

File No. [TEC-117-95] Author: R. Walshaw

REPORT TO:

K. C. Christenson, Secretary

Transport and Environment Committee

FROM:

M. F. Main, P. Eng.

P. Noé Johnson

Director of Traffic Services

City Solicitor

Phoe Jal

SUBJECT:

Traffic Islands on King Street West between Marion

Avenue and Paisley Avenue - Pedestrian Movements.

RECOMMENDATION:

a) That Item 2 of the 14th Report of the Transport and Environment Committee approved by City Council on October 25th, 1994 be rescinded; and

b) That the ends of the traffic islands on the north and south sides of King Street West between Marion Avenue and Paisley Avenue be enlarged to accommodate properly designed wheelchair ramps and pedestrian refuge areas; and

c) That the parking area be revised to provide angle parking as requested by the B.I.A., and that the parking meter islands be converted to garden areas.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial implications: reconstruction or modernization work on any traffic signal installed without MTO approval would not be eligible for MTO subsidy, which would have a 1995 Capital Budget impact of about \$5,000.

Legal implications: it is recommended that the Committee hear from the Law Department on this issue, in camera.

BACKGROUND:

At the meeting of 1994 October 17, the Committee considered a report [TEC-133-94, see Appendix "A"] regarding changes to pedestrian routings and traffic control at the intersection of King and Marion Streets, and approved the following recommendation:

"That the Westdale Village B.I.A. proposal for re-routing pedestrian traffic to the north and south sidewalks on King Street between Marion Avenue and Paisley Avenue by removing and relocating the existing crosswalk lines and negating pedestrian traffic from the parking meter islands by converting them to garden areas, as well as the implementation of the proposed angle parking, as outlined in Appendix "A" attached hereto, be approved and implemented on a six month trial basis and that the Director of Traffic Services be directed to report back on the implications of this action after a six month trial period".

The Highway Traffic Act provides that all traffic signal installations must be approved by the Ministry of Transportation, and the Ministry requires that approval be sought for any modifications to traffic signal installations. Following Council's direction cited above, staff made application to the Ministry of Transportation for approval of the revised traffic signal; the Ministry has indicated that legal approval will not be granted.

If the City was to proceed to modify the traffic signal without the approval of the Ministry, the City would be in contravention of the <u>Highway Traffic Act</u>. In addition, no work done on the traffic signal would be eligible for MTO subsidy.

Staff has identified three alternatives for Committee's consideration:

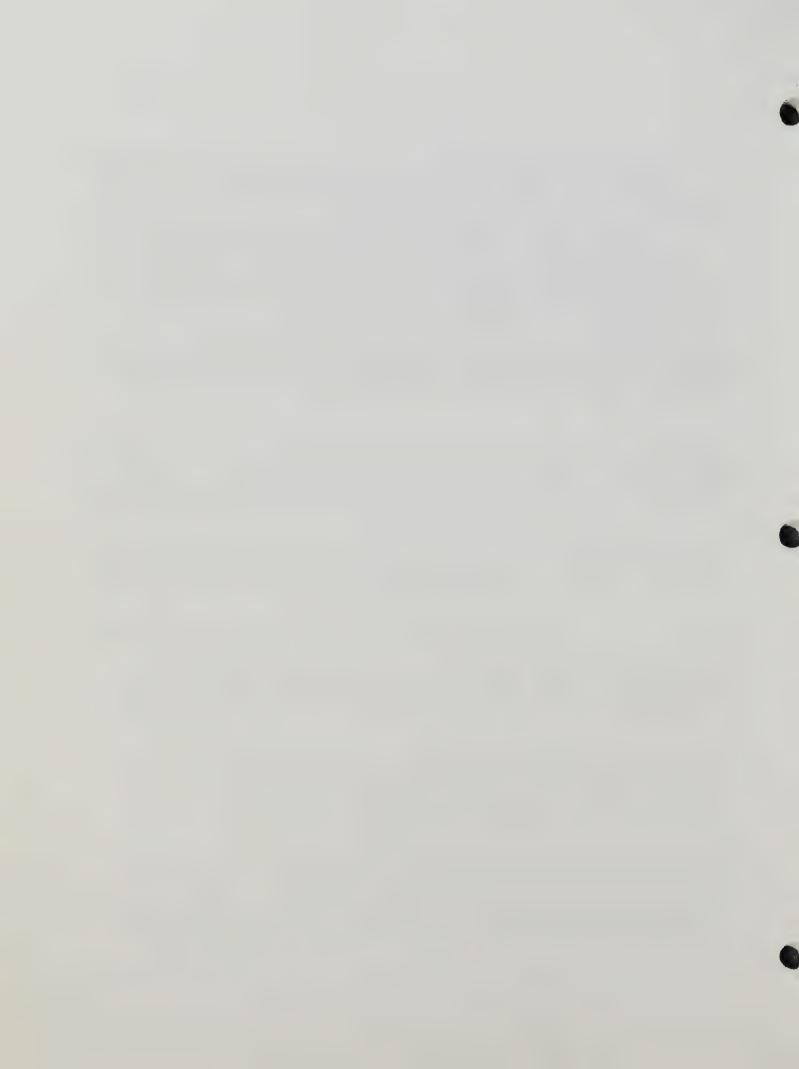
- 1. Reconfirm Committee's previous recommendation to relocate the crosswalks and wheelchair ramps, revise the parking layout, and install plantings on the islands, even though the MTO will not grant legal approval to the change in the traffic signal layout.
 - This option, costed at \$53,000, would implement the changes sought by the BIA, but would also, in the opinion of staff and the MTO, increase the risk of pedestrian collisions. Carrying out this work without MTO approval has other implications which can be addressed by the Law Department in camera.
- 2. Revise the islands in accordance with the staff recommendation in TEC-133-94. This option retains much of what was requested by the BIA, specifically the changes in the parking layout, the planting of the islands adjacent to King Street, widening of the island adjacent to the parking area. This option retains the pedestrian crossings as part of the signalized intersection and would require the re-construction of the ends

of the islands, to safely accommodate wheelchair and other pedestrian movements. This option would cost only \$35,000. Since there would be no changes to the traffic signal layout, MTO approval would not be required.

3. Do nothing, retaining the existing layout. This option costs nothing, but perpetuates the existing deficiencies. The bulbed area at the ends of the two islands between both Marion Street and Paisley Avenue and the parking area are too narrow for safe wheelchair operation. The island between the parking area and the through lanes of King Street is also substandard for pedestrian access.

After reviewing the matter again, and having regard to statutory requirements, other legal implications and pedestrian safety, it is recommended that Council rescind its previous direction and authorize widening of the pedestrian islands.

JRW/ca



- RECOMMENDATION -





DATE:

1995 April 21

T103-50 (1115) M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

E. M. Gill, P. Eng.

Senior Director

Roads Department

SUBJECT:

Encroachment Agreement: 1205 Rymal Road East

(R-95-12)

RECOMMENDATION:

That the request of C. DelSordo, owner of 1205 Rymal Road East, to maintain the encroachment of a free standing sign on the Nebo Road road allowance, be denied.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from C. DelSordo, owner of 1205 Rymal Road East, to maintain the encroachment of a free standing sign measuring 1.10m X 0.20m onto the Nebo Road road allowance.

Although the property owner had received Committee of Adjustment approval to locate the sign on private property with a set back of 6.0m instead of the required 11.4m minimum and a side yard set back at a daylight corner of 0.0m instead of the required 6.0m minimum and a side yard width of 3.063m instead of the required 4.892m minimum, the sign was installed on City road allowance in error in 1986. The Building Department recently discovered the error and forwarded the information to this Department. The owner is now seeking permission to allow the sign to remain on the road allowance.

Although the sign does not pose a visibility hazard, it is in contravention of the City's Streets By-law and allowing it to remain on the road allowance could result in similar requests to circumvent the By-law. This Department is therefore not in favour of the request.

J/MJP:

cc: S. Kuczerepa, Building Department





